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Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Double-duty vans answer regular Road-calls, give eased access

Fajans heads '88 District Board; Director Peter Smith resigns

Michael H. Fajans
President

Michael H. Fajans, who joined the Board of Directors to represent Ward I in 1979, was elected President during the annual end-of-year election of officers. Chosen to serve as 1988 Vice-President was *Peter Smith,* who, however, subsequently announced his resignation from the Ward III seat (see box).

The election took place at the December 22 meeting of AC Transit's seven member policy-making body.

Fajans was appointed to the Ward I seat in early 1979 to fill a vacancy, then claimed the position through election by his Berkeley-Oakland constituency in 1980. His prior year as the Board's top officer was in 1983. In addition, he served two terms as Vice-President, in 1982 and 1986.

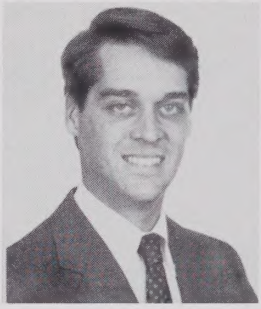
An urban planner who lives in Berkeley, where he earned a master's degree in City Planning at the University of California, Fajans has compiled an extensive career record in projects such as downtown Oakland urban renewal, a BART land use and urban development impact project, and other housing/use/transportation studies involving a number of American and European cities.

His constituency includes most of Berkeley and a large portion of Oakland — an area where he has maintained an active involvement in community issues for some two decades. He is a member of the American Planning Association and has been an enthusiastic supporter of local, regional, and national transit projects.

In assuming his new position of Board leadership, Fajans succeeds last year's President, *Roy Nakadegawa.*

The election took place at the December 22 meeting of AC Transit's policy-making body; Director Smith's resignation was announced officially January 29.

Career/Board position Conflict cited by Smith



Peter Smith

After a year of representing Ward III, Director Peter Smith announced his resignation in January, stating: "I must make the choice between two forms of public service on which I place high value."

Smith represented voters of Alameda, Piedmont and much of Oakland. A graduate of Harvard and the University of San Francisco School of Law, he joined the staff of the Alameda County District Attorney — the official who recently advised that Smith's position as a District Director and a public prosecutor were incompatible.

"Due to circumstances beyond my control, I am forced to make a choice between my position here and my position as a deputy district attorney," Smith said in a letter to District employees. "It was a very difficult choice . . . "

Smith was elected in November, 1986, to succeed long-time Director John McDonnell, who retired.

As provided for by law, interested citizens who reside and vote within Ward III were invited to fill the vacancy; and the Board plans on announcing an appointee in March.

New Interim GM begins forging Long-range Management Plan

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As AC Transit's Interim General Manager for the next six months, *Neil Peterson* will be directing the operations of the District.

An experienced transit administrator, Peterson has built a business providing interim management services to a variety of client organizations, including private firms, municipalities, and other transportation agencies. His firm, ExecuTemps, is headquartered in Seattle, Washington.

In introducing Peterson to staff (and to news media), Board President *Michael H. Fajans* noted that the Directors deemed the bus system "very fortunate to have found an interim executive with his background and experience."

Peterson is no newcomer to mass transportation, having served as executive director of Seattle's METRO system from 1977 to 1983. METRO operates a fleet of 1,100 buses serving over 2,000 square miles of Seattle and surrounding environs, as well as providing waste management services.

INTERIM CHIEF — On his first day at the District, January 4, Neil Peterson (center) — flanked by Board officers Peter Smith (left) and Michael Fajans — answered press questions. Oakland Tribune Reporter Mike Collier is at far left.

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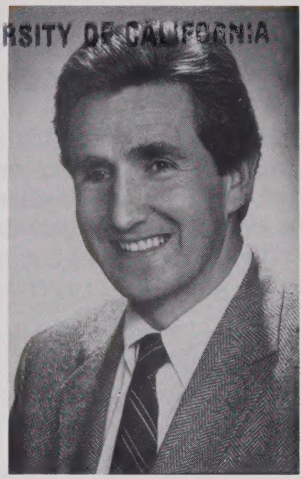


Neil Peterson

On arrival at AC Transit, the new top executive observed: "Basically, transit is a people-intensive business; and the key to restoring AC Transit's national renown rests entirely on leveraging the power of the 2,100 people who are here — particularly maintenance personnel and bus operators, who are our ambassadors every day in providing service."

Peterson's six-month contract for providing management services was necessitated by the departure of *Gene P. Gardiner,* who had announced his retirement effective January 1, 1988. During the next few months, another consultant team — Booz-Allen & Hamilton — also will be on board to evaluate current management personnel, policies and procedures.

As Directors prepare to initiate a search for a permanent GM later this year, both consultants are expected to provide expert assistance in forming a new long-term Management Action Plan.

Meantime, Peterson — a resident of Seattle, where his consulting firm has its home-base — began his tenure at the District's Oakland headquarters on January 4.

Operational strategy: add part-timers

Interim General Manager *Neil Peterson* reported to District Directors February 10 that, without changing the total number of hours buses operate in revenue service, the District still can realize total projected savings worth an estimated $2.3 million annually.

"The major key is to optimize the use of fully-trained part-time bus drivers in the work-force," Peterson stated. "Part-timers are a major potential resource which hasn't been fully utilized at AC Transit. This year, we're going to capitalize on that valuable asset."

Peterson aims to structure bus service so that part-timers — newer drivers just beginning transit careers — are dispatched on less lengthy assignments, particularly during commute hours, when the entire active fleet is in service.

In recent weeks, 32 part-timers went through the training and are being phased into service. Ten more are now learning to drive buses and serve bus riders at the System's Training and Education Center in Hayward; and by March, 100 more part-timers will be hired.

To help achieve a smooth adjustment in the ratio of full-time to part-time bus drivers, AC Transit will be offering an Early Retirement program for District veterans in all positions — including bus operators. Although details are still being worked out, Peterson says this incentive program could yield additional dollar benefits by further reducing total payroll.

These economy moves are scheduled to begin with AC Transit's March 6 Driver Sign-Up, in which operators select their individual segments of daily work.

30 more bend-in-the-middle coaches proposed

The Board of Directors has approved a recommendation from Interim General Manager *Neil Peterson* to purchase 30 additional articulated coaches. These will be dispatched on major East Bay and transbay trunk lines — maintaining or increasing seating capacity, particularly during commute hours.

Currently, there are only 30 articulated units in AC Transit's 800-bus fleet. Peterson proposed to redirect an existing capital bus replacement grant to purchase the more costly, but more cost-effective, 60-foot coaches.

The bend-in-the-middle buses seat nearly 70 riders, compared to 50 or fewer in standard size coaches — thus greatly increasing the efficiency with which a single bus driver's skills can be utilized on heavily-traveled routes. Since 85 percent of the costs of operating a bus each hour are in wages and benefits, articulated buses increase by nearly 50 percent the number of riders carried for the same labor cost.

With the concurrence of UMTA, which will be financing a large percentage of the cost, bids for the manufacture of the articulated coaches could be sought in the next few weeks. It's anticipated that a contract could be awarded by June, with delivery of the high-capacity buses scheduled for 1989.

Meantime, Peterson says, he's exploring possible arrangements to lease articulated coaches for use on major trunk lines where the extra capacity can maintain or increase the number of commute-hour seats without hiking operating costs.

Modified vans meet two-fold need

Little solutions can make big differences, AC Transit has found in using small vans for transporting disabled passengers who have had difficulty with traditional eased-access buses.

In a move to demonstrate a firm commitment to getting elderly and handicapped riders where they need to go, AC Transit purchased five Ford three-quarter-ton modified vans with rear door lifts. They serve a two-fold function: for use by road supervisors and to aid those disabled riders whose needs are not met by regular accessible buses.

Some modification of the vehicles was done at the factory, such as raising the ceiling for improved head room. AC Transit has added special equipment, including radio communications gear, emergency items such as flares and first aid boxes, and other spare equipment essential to road supervisors' work in dealing with critical situations on the street.

Before the vans were assigned across AC Transit's 750-square-mile service area, road supervisors participated in special training sessions covering both mechanical operation of the $25,500 vans and understanding of the needs and concerns of the disabled.

"We felt vans were an answer to the problem of reliability," says *James Lee,* the District's accessibility coordinator who is himself a wheelchair user. "Vans are proving to be an integral part of the solution to accessibility as we work, through upgraded engineering and technology, on reliability of regular bus lifts."

AC Transit records show that, on average, passenger lifts are activated on regular buses about 90 times daily, while the vans are used an average of five times a month for accessibility, while also being regularly utilized by supervisors carrying out their day-to-day responsibilities.

Willie Prather, one of AC Transit's 48 road supervisors who use the vehicles, points out that the arrival of the van at a scene where regular accessible equipment has failed creates an immediate solution. The alternative requires that a supervisor await the next lift-equipped coach with a sometimes fuming delayed passenger.

Evaluation of the program after one year of operation is positive: "Ideally, we would like to see the regular accessible bus program with a perfect reliability record. But given the present state of things, the van is a very important backup, both in actuality and in terms of disabled passengers' perceptions," Lee says.

THE COVER — AC Transit Supervisor Willie Prather (left) demonstrates lift on small van used to meet two on-street needs: answering standard road-calls and providing back-up access for the disabled in cases where regular coach equipment fails or simply does not meet the special needs of a patron. Hale Zukas, long-time advocate for the disabled, helps test the van lift.

BOARD CEREMONY — 1987 Board President Roy Nakadegawa (right) receives now-traditional gavel from his successor, Michael H. Fajans.

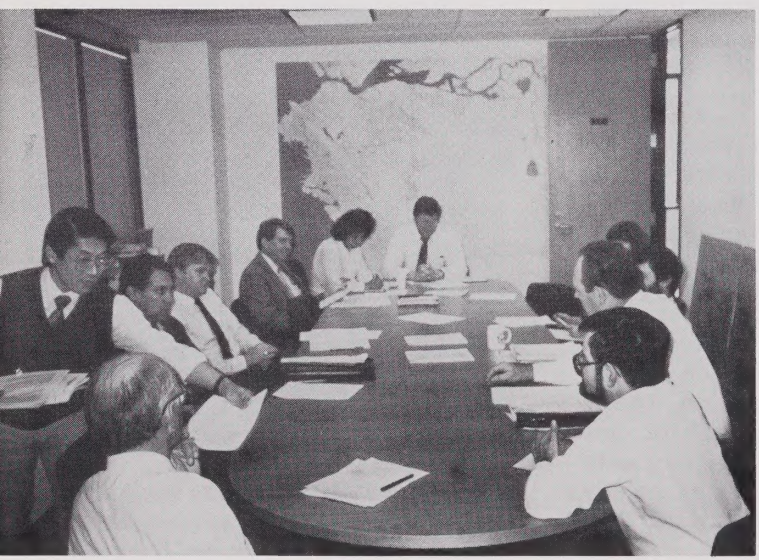
Comprehensive Service Plan: AC Transit Distric

The Comprehensive Service Plan (CSP) — tantamount to a total overhaul of bus routes and schedules serving the entire metropolitan East Bay — is aimed at producing a service network tailored to meet needs of current riders while attracting significant numbers of new patrons to the system.

Mass transit, in the form of a horse-drawn rail car, was introduced to the streets of Oakland in 1869. Since then, sporadic adjustments and extensions were made in response to localized demands. Now, for the first time, the entire East Bay bus route network — and its relationship with BART rail — is being analyzed as a single unit.

With most of the preparatory work done, AC Transit planners are beginning to involve many others in analyzing a "model" bus route network that's tangible evidence of the kinds of improvements the CSP could yield.

The system-wide CSP model was drafted (with assistance from UC Berkeley's Insti-



REGIONAL CONNECTION — BART and AC Transit planners met Feb. 10 to develop a joint demonstration of coordinated bus-to-bus and bus-to-rail connections — the "timed transfer" concept incorporated in the Comprehensive Service Plan. Participants included (seated, from lower left) Howard Goode, Joe Pomar, Randy Franklin, Jim Evans, Aliza Jaramillo, and Dale Fousel from BART — AC Transit's Kiyo Ushino (standing, left), Ron Kilcoyne and Don Larson (lower right).

e driver's seat

't's route revamp is key regional concern

tute for Transportation Studies) to facilitate re-examination of the whole service network in the context of the entire East Bay, including current and projected shifts in employment, educational, medical, residential, and recreational patterns.

Currently, internal communications are encouraging drivers, mechanics, and support personnel — the District's front-line transit experts — to help in the planning process. Staff also will be reaching out to public officials, business, civic/neighborhood groups, and interested citizens — in order to get opinions and reactions from across the entire East Bay.

Although it's relatively easy to get around most of the metropolitan East Bay using AC Transit buses, new concepts proposed in the CSP could provide easier, more direct access to a greater number of destinations. These concepts include a "grid network" of interconnecting routes in high-density areas, and "pulsed" service radiating from timed-transfer centers in less populated suburban communities.

Though the project may seem to portend a period of confusion for riders, planners believe that it can be achieved with little patron dislocation.

District urges employees To add their input to CSP

An in-house communications campaign seeking input for the Comprehensive Service Plan features colorful art-work (above) and accompanying copy which stresses the need for experience-based employee reaction to the still-emerging plan for the District's route re-structure.

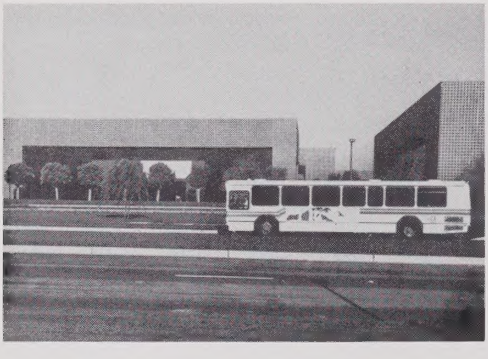
The "ad" — appearing in the current issue of the District's quarterly publication, On the Move, and in poster form on bulletin boards throughout the District — asks employees to study CSP proposals as described in four newly-published brochures; then to pass on their reactions and suggestions to Research and Planning.

The explanatory brochures outline proposed service plans for four areas: Richmond/El Cerrito, Berkeley/Oakland, San Leandro/Hayward, and Fremont/Newark. "Ad" copy suggests that employees obtain the specific brochure "covering the area in which you are most knowledgeable."

Concluding copy stresses the importance of employees' "front-line experience and knowledge" in the service plan project.

Saddlin'-up the Downtown Shuttle

MOBILITY OPTIONS — During inauguration of the carefree, fare-free downtown shuttle, officers of Oakland's equestrian unit posed with some of the six specially-decorated buses now serving as a mid-day link between core commercial areas and Jack London Square. Bus refurbishment and service is being subsidized by a slate of downtown business boosters.



SERVING INDUSTRY — Cooperative efforts of private industry and AC Transit resulted in extension of Line 63 service to Harbor Bay Business Park in Alameda, where employees are being actively encouraged to use public transit. The weekday commute-hours service was inaugurated December 14.

Let's "think insurance"

The Human Resources Department will be conducting its annual Health Insurance Open Enrollment in April, allowing employees and retirees to change their medical plans and/or add newly-acquired dependants.

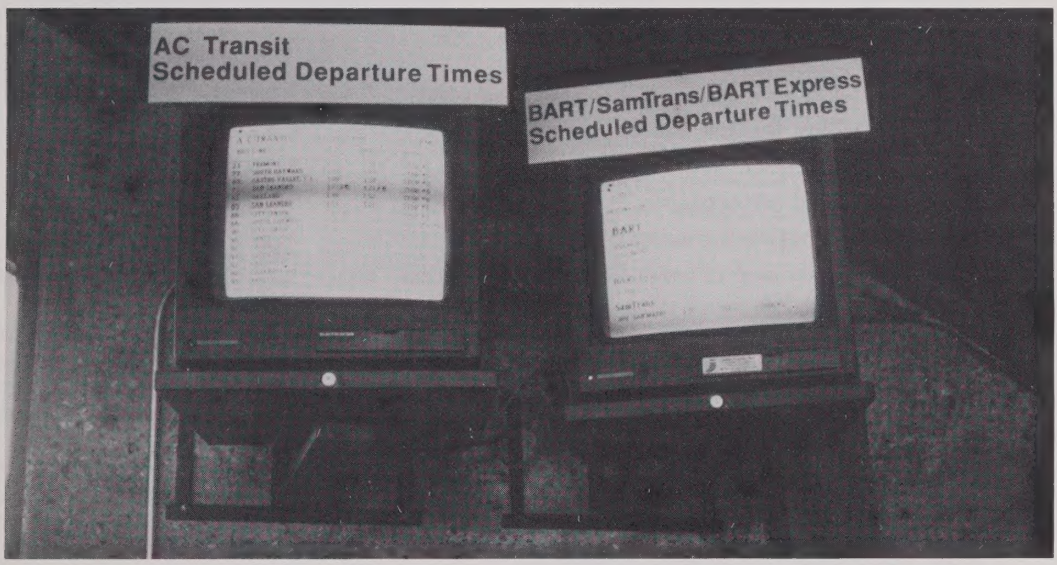
During that April 1 - 30 period, employees also may elect to enroll in the Voluntary Term Life Insurance Plan, which provides coverage for themselves and any eligible dependants.

All such changes will take effect May 1, 1988. The Human Resources Department will provide additional information if contacted at (415) 891-4786 or 891-4788.

Checking equine speeds

ON TRACK — Golden Gate Fields Jockey Billy Fox offers a visual tip on the best bet for getting to the Albany racing oval, to which AC Transit is now offering special bus service for the 1988 season. Horse racing fans may board at the Transbay Terminal in San Francisco or Berkeley BART stations. Each racing day, service begins from these points about two hours before post-time. Return trips begin after the fifth race.

Regional rider read-out



SHARING INFORMATION — The busy transit hub at BART/Hayward features overhead television screens displaying up-to-date times on intersecting bus schedules for both AC Transit and SamTrans, as well as BART express bus service, operated by AC Transit. It's one example of inter-agency cooperation to meet riders' information needs.

Vehicle Audit Program lists interim results

After less than six months of existence, AC Transit's Vehicle Audit Program (VAP) has proved to be a valuable tool for improving delivery of service to the public, according to a late December report to the District's Board of Directors. VAP was initiated last August as a means of increasing efficiency and performance, while providing bus operators with a solid support system.

The program centers on "getting our people out into the field to help with the evaluation of day-to-day operations," says *B. F. Williams,* operations center manager, who is co-chair with *Dorothy Parrish,* human resources manager, of the interdepartmental VAP task force.

"We have surveyed all major lines and more than half the vehicles in our fleet," Williams says, "and we have been able to make recommendations for schedule and route changes which not only have helped drivers but have brought direct financial savings to the District."

Parrish shares the positive view. "We have a highly successful on-going program to identify problems and create innovative solutions," she says.

VAP's priorities for the current fiscal year are to:

- Increase on-time performance.
- Increase miles between road calls.
- Diminish the number of complaints — especially related to coach cleanliness.
- Reduce absenteeism.

In addition to the original 16 members of the VAP task force, other transportation supervisors and training instructors have been brought into the project to help evaluate lines, stops, and traffic points.

In one instance, a VAP finding resulted in the City of Hayward's cutting back some trees that were creating a hazard and obstruction at a bus stop. In another case, training programs were revised to reduce fixed-object accidents, when an evaluation showed the need for such. A third example of VAP work was elimination of a short extension of a line due to lack of ridership.

Other positive changes include improved bus cleanliness, as teams inspect coaches both on the road and in the yards; schedule adjustments to assist operators with more running time between points; and the provision of adequate end-of-line recovery time where it previously was insufficient.

The Board of Directors was informed at its December 22 meeting that the task force would continue to pursue goals of improved on-time performance, cleaner buses, better driver morale and fewer road-calls.

STANDARDS SYMBOL — AC Transit's Charles Lacy, (right) chief of protective services and investigations, accepts a plaque recognizing the District's adherence to California training standards for law enforcement officers. Making the presentation is Bud Perry, senior consultant for the Commission of Peace Officers Standards and Training (POST). "It is an honor for the District to receive this recognition," Lacy said on receiving the plaque, "but it is important also because it represents eligibility to receive funding to train personnel in this category." Presentation of the POST symbol was made January 11 at AC Transit's Oakland General Offices.

Our 'Stockholders' Write

I wanted you to know how very helpful one of your employees was to me.

Mr. Leroy Beach, a Dispatcher in your Hayward office, deserves recognition for his excellent sense of public service.

I lost my gold earring (expensive) on the bus and called AC Transit for help. I was heartsick over my loss. On a second call, I was referred to Beach. It was obvious that he really didn't have to take the extra time to help me, but he did!

Because of his willingness to help and his sense of responsibility and follow-through, my earring was found. I profusely thanked Mr. Beach, but somehow I wanted someone higher-up to know about this: how one AC Transit employee, through his helpfulness and concern, made one rider's day truly happy!

M. Blaha
Castro Valley

* * *

This note is in regard to the courteous service given to your public riders by *Alton Pines.*

As a regular commuter, I have observed the polite service of many many of your operators. It's just that (Pines) is so consistent and is deserving recognition.

Angel Matthews
Berkeley

* * *

This driver (*Vincent Briganti*) deserves a medal. He is the most genuinely friendly and helpful driver I have ever seen.

A. R. Marks
Berkeley

We came to Berkeley from Princeton, N.J., in August to stay for one semester. During that time I have been riding the AC Transit buses almost daily. It has been possible for me to get around efficiently without using a car. I wish we had this kind of bus service in central New Jersey!

In particular, I want to mention the excellent service and attitude of one driver, *Harvey Thompson.*

He gives information cheerfully, is always kind to the elderly and handicapped, and once handled a difficult passenger in a calming manner. The atmosphere on Mr. Thompson's bus is always good. I do believe that drivers like him encourage people to ride the bus!

Frances Benson
New Jersey

* * *

This letter is being sent to compliment your driver, *Martha Reed,* who presently has the BART Express Bus Route from Bayfair BART to the Lawrence Livermore Lab.

We, the regular passengers, find her a most conscientious, safe, pleasant, and, indeed, probably one of the nicest drivers we have ever had. A good job should not go unnoticed. She should be commended.

Signed by 14 passengers
Livermore

* * *

(Mickie) Jefferson is cheerful, courteous and helpful to all passengers and gets you there on time.

A real credit to the System.

John Wyatt
Piedmont

Actions of the Board

At a regular meeting December 9, the Board of Directors:

- Scheduled January 20 Public Hearing to solicit comment on initiating service to Golden Gate Fields as of January 26, on motion of Director Wiggins.
- Approved re-structure of Legal Department, on motion of Director Bettencourt.
- Authorized General Manager to negotiate contract with Parsons, Brinckerhoff, Quade and Douglas, Inc., for project management and technical assistance in connection with the Comprehensive Service Plan, on motion of Director Fajans.
- Authorized negotiation of contract with Booz-Allen & Hamilton, Inc., for specified management consultant services, on motion of Director Wiggins.

* * *

At an adjourned regular meeting December 22, the Board of Directors:

- Approved provision of a quantity of free bus tickets over a specified time period to aid in transporting needy persons to City of Oakland's emergency shelter, with stipulation that such transportation aid be available for similar city-sponsored programs in other East Bay communities, on motions of Directors Bettencourt and Wiggins.
- Awarded contract to Neil Peterson, ExecuTemps, for services as interim General Manager for a six-month period, on motion of Director Wiggins (see story, Pg. 3).
- Awarded contract to Booz-Allen & Hamilton, Inc., for a 90-day period of consultant services in connection with a management plan, on motion of Director Smith.
- Authorized General Manager to negotiate contract for a six-month extension of the New Resident Direct Mail Promotional Program, on motion of Director Bettencourt.
- Approved extension, on a month-to-month basis, of current legislative advocacy contract with Capitol Information Associates/Gerber and Associates, on motion of Director Smith.
- Elected Michael H. Fajans President and Peter Smith Vice-President for 1988, on motions of Director Bettencourt (see story, Pg. 2).

Transit-Times

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Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

New project promises Faster patron transfers

JUN 23 1988

Transit trends and topics

Ray Rinehart retires As AC Director-at-Large

Veteran AC Transit Director *Ray Rinehart,* 76, announced at the March 9 Board meeting that he would end his 25 years of service by retiring at the end of March.

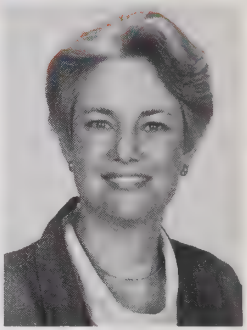
Rinehart, a Certified Public Accountant, stated that his tenure as a Director-at-Large "has been a great challenge and a wonderful opportunity for me to contribute to the community. But now it is time for me to pursue less-demanding leisure-time interests."

In a brief retirement announcement, Rinehart also praised the System's employees, while also recognizing "the support our riders have given AC Transit."

Since joining the Board in 1963, Rinehart was elected President three times, most recently in 1984. His service to mass transportation extended further — to national positions on the American Public Transit Association's Legislative Committee, Governing Boards Committee and Financial Management Committee.

Honors at his last Board session included a resolution of appreciation and two personalized mementoes: a scrapbook and a framed enlargement of the 1963 photo and text announcing his swearing-in.

Alice Creason appointed To Ward III Board seat



Alice H. Creason — a seasoned community activist whose contributions have ranged from lengthy service on the Piedmont City Council (including two years as mayor) to an equally extended term with the Alameda County Solid Waste Management Authority — has been appointed to fill the Ward III vacancy on the District's Board of Directors.

A graduate of the University of North Carolina, Creason replaces Peter Smith, who resigned in January.

APPRECIATIVE RIDERS — A framed "Thank You" from riders using AC Transit buses to East Bay Regional parks was presented to the Board of Directors by Park District representative Kimberley Lenz (left). President Michael Fajans accepted and pledged continued efforts on the part of AC Transit policy-makers to give consideration to recreational destinations for riders — especially in the coming summer months. AC Transit and East Bay Regional Park District traditionally join forces to make it hassle-free for residents and visitors to enjoy area parks.

Financial Recovery Program pushed

A sweeping Financial Recovery Program, unveiled by Interim General Manager *Neil Peterson* and approved by the Board of Directors March 9, is aimed at moving the District toward a more solid financial footing through a series of actions to reduce the projected deficit for 1987-88 from $7.4 million to $1.2 million.

The program is based on information provided by Booz, Allen and Hamilton, consultants retained to assist AC Transit in financial recovery and management restructure.

Specifically, the Financial Recovery Program calls for generation of revenues from a variety of sources: sale/leaseback programs ($312,000); interest income ($570,000); re-oriented improvement allocations (from capital to operations, $1.5 million); a BART/Hayward demonstration project subsidy ($240,000); and Measure B proceeds ($3.3 million).

According to the program, an additional $1.2 million is expected from internal cost trimming, consolidation of lines, and increased service efficiency. Included in this category are such in-house economies as elimination of management salary increases and reduction of travel and budget expenditures by District Board and staff.

The Program also calls for a slate of prudent and essential new investments, including a $4.5 million program for improving coach maintenance. Of that amount, $292,000 would be allocated in the current fiscal year, kicking-off what Peterson calls "an investment in maintenance."

Additional expenditures included in the Financial Recovery Program are $34,000 to back up the one-time-only Early Retirement Option recently offered to the small percentage of veteran employees who meet specified qualifications; $450,000 to comprise the District's share in the BART/Hayward demonstration project; $100,000 to be spent on improving existing services; and $53,000 for employee incentive activities.

In summarizing the wide-ranging plan for fiscal recovery, Peterson said, "It will set this District on a course which adheres to basic business practices and assures its ability to fulfill its role as a vital, viable element in the East Bay's economy. The riders and taxpayers deserve nothing less than our utmost efforts toward getting our financial house in order."

DISTRICT STATUS — Interim General Manager Neil Peterson joined some 75 General Office employees February 24 for a "Brown Bag" noon meeting, which included reference to AC Transit's Financial Recovery Program.

New approach phased-in Regarding worker lapses

AC Transit is embarking on a Positive Performance Counseling Program that takes a new approach to correcting a good employee who incurs a rare minor infraction.

"For the first time in AC Transit history, we're taking the very word 'Suspension' out of the book in cases of minor infractions," says Interim General Manager *Neil Peterson.*

Positive Performance Counseling will address instances of absenteeism, customer complaints, preventable accidents, minor violations of Personnel Rules and Regulations or the collective bargaining agreement.

Steps in the process include: initial employee-supervisor discussion without an Adverse Letter; with recurrence, more counseling; if repeated, more counseling and Adverse Letter; if necessary, further counseling and a one-day paid Decision-Making Leave of Absence.

According to Peterson, "At the decision-making-leave stage, it's up to the repeater to decide — in writing — whether to correct a performance problem or to leave the District."

Prototype gets good survey marks

Bus riders are finding much to like about a new AC Transit prototype coach being tested on East Bay streets, a survey of passengers shows.

Conducted the last week of April, the survey asked people to evaluate a 1988 New Flyer vehicle. More than 400 passengers returned completed questionnaires.

Nearly 20% of those surveyed wrote additional comments — generally in praise of the 45-passenger vehicle, which features enlarged destination signs for the visually impaired and an electronically controlled engine and transmission system for smog reduction.

Seventy-five percent of those returning questionnaires said they found the bus "more comfortable" than other AC buses, with 20% saying they found it the same. Only 5% found the coach "less comfortable." Most of those who complained disliked plastic seats and restricted leg room, although the distance for leg room is one inch greater than on other AC Transit buses with cushioned seats. Aisle width is two inches more than on standard buses.

Noise reduction

More than half the riders thought the test vehicle was "less noisy" than other buses, indicating that additional sound reduction materials have been effective. In excess of 70% found the front entrance and the rear exit "easier to use" than traditional coaches — a response to 41-inch-wide front door specifications for the new, improved Lift-U passenger lift. The rear door is wider than standard by seven inches.

Riders enjoy views of surrounding environment through clear glass, rather than tinted windows found on other AC Transit buses. Additionally, the New Flyer features rear windows, which are not included on all current coaches in the fleet.

The surveyed passengers were experienced bus riders, with 71% indicating they use AC Transit at least five days each week. Another 20% said they used buses between once and three times each week.

Evaluating the prototype is part of the District's on-going program to determine potential design improvements in response to riders' suggestions.

Fifty-six buses are currently being ordered as replacement vehicles for the District's 800-coach fleet.

Final assembly of the vehicles, which are priced at $157,000 each, is being done in Union City.

Delivery of the first buses is expected in early June.

AC TRANSIT REVENUE VEHICLES

7	1961	30′ G.M.C.	*District fleet, which totals 801 now, varies in age, model, and size. New Flyers will be replace ments*
11	1965	35′ G.M.C.	
45	1972	40′ G.M.C.	
50	1973	35′ G.M.C.	
119	1975	40′ FLEX.	
45	1978	60′ M.A.N.	
154	1980	40′ FLYER	
20	1980	35′ FLYER	
15	1982	60′ CROWN-IKARUS	
60	1982	40′ NEOPLAN	
91	1982	40′ GILLIG	
51	1982	35′ GILLIG	
133	1984	40′ GILLIG	

Century of safety marked

A century of safe driving was celebrated at Hayward April 6 as four of that division's drivers were honored for their individual achievements of chalking-up 25 years of behind-the-wheel service without suffering a preventible accident.

Families, friends, and co-workers of the four — Otis Tucker, Danny Tucker, William Richards, and Vincent Pangelinan — joined in the awards ceremonies and in cutting-into four individually-inscribed cakes.

First of new Flyers gets once-over

ON VIEW — A New Flyer bus, representing the order now being factory-assembled to enter AC Transit's fleet, was on display in late March for viewing by staff and passers-by. The 45-seat coach features a V-6 Detroit Diesel engine and Allison transmission with electronic controls. A total of 56 of the Canadian-made coaches will be scheduled into operation throughout the District area early this summer. Of the total, 29 will be 35-feet long; 27 will be 40-footers. Cost of each is approximately $157,000.

FLYER FEATURES — AC Transit Boosters Club officer Bruce DeBenedictis (right photo) tests passenger lift on the New Flyer bus recently displayed. Staffer Robin Little (above) checks the prototype's interior fittings.

Bus/BART "Timed Transfer" project,

AC Transit joins BART this spring in testing a "Timed Transit Transfers" concept — viewed as a potential new tool to speed patrons' trips, whether across town or across the Bay.

Such a system gives riders within a project demonstration area served by the BART/Hayward station a new level of convenience by ensuring fast transfer connections between bus lines and selected trains of the Richmond and San Francisco/ Daly City lines.

Following consideration of passenger input on the subject, gathered at an April 26 Public Hearing, a target date of May 2 marked the introduction of the meshed train/bus schedules.

Basically, timed transfers are aimed at eliminating any waiting time between legs of a trip. Users would be expected to gain in either of two ways: speeding-up a trip that once took, for example, 45 minutes; or making a lengthier trip in that same 45 minutes.

In the Hayward demonstration, all 14 of the AC Transit bus routes operating there will meet at BART/Hayward at the top of each hour and then 30 minutes later during weekday commute hours. Additionally, many routes also meet at 15 and 45 minutes after the hour during peak periods. This high level of frequency is geared to insure relatively convenient meets with many BART trains.

Creation of timed-transfer centers is one of the major system-wide improvements proposed in AC Transit's Comprehensive Service Plan (CSP) — the ambitious undertaking that will totally overhaul bus routes and schedules serving the entire metropolitan East Bay. The CSP is aimed at producing a service network tailored to meet needs of current riders — getting more people to more places more efficiently and quickly — while attracting significant numbers of new patrons to the System.

Other Hayward service area improvements described at the late-April Public Hearing are two brand new bus routes. One is a new shuttle linking BART/ Hayward with downtown and the Civic Center. Also, new Line 94 is being established to provide weekday connections beween the burgeoning Hayward Highlands area and BART.

Lines serving BART/Hayward Are now time-coordinated

As of May 2, these AC Transit bus routes serving BART/Hayward Station have been scheduled to meet at regular intervals — providing a new level of convenience by ensuring quick transfer connections between lines and by meshing arrival times with selected BART trains on the Richmond and San Francisco/Daly City lines:

Line 21 - North Fremont (every 15 min. peak; half hour midday)

Line 77 - South Hayward (every 15 min. peak; half hour midday)

Line 80 - Castro Valley (every half hour all day)

Line 81 - San Lorenzo (every half hour all day)

Line 82 - East 14th St. (every 12-15 min. all day)

Line 85 - San Leandro (every half hour all day)

Line 86 - West Hayward - Southland (every 15 min. peak; half hour midday)

Line 90 - Palma Ceia (every half hour peak; hourly midday)

Line 91 - Chabot College (every 15 min. peak; half hour midday)

Line 92 - Palma Ceia - Cal State (every 15 min. all day)

Line 94 - Hayward Highlands (every 15 min. peak; hourly midday)

Line 95 - D Street (every 15 min. peak; half hour midday)

Line 96 - City Center Shuttle (every 15 min. all day)

Line U - Pleasanton - Livermore (every half hour)

plus some service changes, introduced

The Hayward/BART demonstration project is aimed at eliminating the time-lag in transferring from bus-to-bus or train-to-bus.

(More on Pg. 8)

Hearing included other service recommendations

In addition to describing and receiving comment on the new "Timed Transit Transfers" project described on the previous page, the Board of Directors sought input at the April 26 Public Hearing on any possible environmental, economic, or social effects of a slate of other proposed service changes.

They included the following:

- **Line 57N - North Field: Service to Oakland Airport's North Field to be discontinued (alternate Line 61 service available).**
- **Line 66 - San Lorenzo - San Leandro: Scheduled interval between buses to be lengthened.**
- **Line 67 - Spruce Street: Due to low patronage, trips leaving BART/El Cerrito after 9 p.m. weekdays and weekends to be discontinued.**
- **Line 77 - BART/Hayward - Tennyson Road to Tampa: new weekend service.**
- **Line 78 - El Cerrito - Richmond: Due to low patronage, trips leaving BART/El Cerrito after 9:30 p.m. weekdays and weekends to be discontinued.**
- **Line 80 - Hayward - Castro Valley - San Leandro: Due to low patronage, service after 7 p.m. weekdays, Saturdays and Sundays to be discontinued.**
- **Lines 81/85 - Hayward - San Leandro - San Lorenzo: Due to low patronage, service after 7 p.m. weekdays, Saturdays and Sundays to be discontinued.**
- **Line 82 - East 14th St.: Schedules to be improved, adding faster limited-stop express-type service between downtown Oakland and 105th Ave. from 7 a.m. to 6 p.m. weekdays, 9 a.m. to 6 p.m. Saturdays.**
- **Line 84 - Castro Valley: Due to low patronage, all trips to and from Castro Valley prior to 6 a.m., and all trips after 7 p.m. weekdays and weekends to be discontinued.**
- **Line 89 - South Hayward Industrial Park: Due to low patronage, scheduled intervals between buses to be lengthened.**

Following the hearing, the Board deferred action on certain of the proposed service discontinuances listed. Staff and planners are now seeking financially feasible alternatives.

Two-system celebration marks project start

(continued from Pg. 7)

OPENING DAY — BART General Manager Keith Bernard spoke to guests, press, and public at the May 2 inauguration of the Timed-Transfer project at Hayward station, with AC Transit Interim General Manager Neil Peterson (far right) looking on. The demonstration project, aimed at speeding both bus and rail trips, is a two-system cooperative effort.

Interim GM Neil Peterson (above, far right) emceed at BART/Hayward ceremony; later, Board President Michael Fajans (left) answered press query.

The transit service improvements launched at BART Hayward May 2 drew support from officials of both cooperating public transit agencies. They spoke during informal ceremonies inaugurating the bus/rail timed-transfer demonstration project.

"This timed transfer project shows what is possible when public transit agencies work together to achieve our mutual goal — getting commuters out of cars and into mass transit," stated AC Transit Board President *Michael Fajans.*

"Timed transfers are an essential element of the long range Comprehensive Service Plan that is going to modernize and streamline AC Transit bus service. Therefore, this test project has enormous implications — for riders in Hayward today and the entire East Bay in the future," he added.

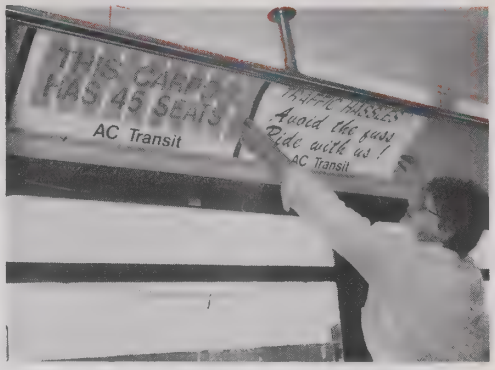
John Glenn, of Fremont, President of the BART Board said: "The new and expanded level of AC Transit bus service to the Hayward BART Station, I believe, will be a real incentive for more to use public transit. The fact that buses will be readily available every 15 minutes during commute hours will reduce and perhaps eliminate the transfer wait."

THE COVER — Commuters arriving at BART/Hayward on May 2 to originate or to continue a trip by AC Transit bus or by rail found a new system in place to speed their travel. Synchronization of bus/train schedules to make transferring faster and easier began its project-testing at the Hayward station toward the eventual aim of putting like systems in place at other key transit points throughout the metropolitan East Bay. This service improvement project — funded in part by the Measure B transportation sales tax adopted by Alameda County voters in 1986 — was implemented at the same time as introduction of two new Hayward area bus routes. The joint AC Transit/BART timed-transfer project is part of the District's Comprehensive Service Plan to better serve current riders while attracting needed new patrons to bus/train usage.

CSP info sessions

FUTURE PLANNING — The Comprehensive Service Plan (CSP), which is re-structuring AC Transit's service network, is explained to Emeryville Division personnel by Howard Jeffries (standing) — part of an employee information program conducted through Research and Planning. The plan will be presented to the public for evaluation and response in coming months.

AC Boosters' new activities Include poster messages To encourage bus ridership



BOOSTERS' MESSAGE — Hayward Division Mechanic "C" Theresa Lee checks interior car card advertisements on the specially appointed Boosters Club Bus, which is being assigned throughout the District on various schedules. Messages were designed by the Boosters and produced by Terry French in the Sign Shop.

Palo Alto pushes bus use

"Leave your car at home" was the City of Palo Alto's adopted slogan February 29, with AC Transit on hand to back the civic promotion urging citizens to use-your-feet, pedal-a-bike, ride-the-bus.

The centerpiece of AC Transit's contribution was a Line DB bus, which hauled a load of civic dignitaries to publicize the convenience of the trans-Dumbarton Bridge commute schedules.

Onboard for the demonstration ride were (left and center) Ellen Fletcher, city council member; and Jack Sutorius, Palo Alto mayor. Rick Vierra (right) was the driver.

PROMOTING TRANSIT — AC Transit Board President Michael Fajans (above, center) lunched with the Boosters Club in February to share some ideas on supporting the System in coming months. The informal meeting provided an opportunity for mutual exchange of information and suggestions. Now in its second year, the Boosters Club has elected a new slate of officers: Betty Burnett, president; Don Jewel (far left), vice-president; Pat McFall, treasurer; and Bruce DeBenedictis, recording secretary. Robert Vaughn, outgoing president, is seated at Fajans' left. A major new project of the group is promoting the District via the colorful "Boosters Bus."

TOUCH OF CHEER — AC Transit operators displayed red carnations February 12 as a cheerful Valentine's greeting to boarding passengers. At Emeryville Division, Driver Yolanda Cherry and Training Instructor Jerry Bowen picked up their posies, dispensed by Dispatcher Geno Brown. Similar boutonnieres, or balloons, were distributed to employees on other special days this spring.

NEWS ANGLE — A crew from KGO-TV taped a recent segment on policies and procedures aimed at ensuring driver/passenger safety on buses. Reporter Ed Leslie toured Central Dispatch, Emeryville, and interviewed Chuck Lacy, the District's chief of protective services and investigations.

Good work, workers win recognition

EARNED PRAISE — Sidney Albright, "Clerical Employee of the Quarter," accepts congratulations from Director of Operations George Grandison during Central Maintenance ceremonies.

HONORS SPOTLIGHT — Manuel P. Mendes (wearing a favorite Hawaiian shirt on his day off) is congratulated by Interim General Manager Neil Peterson on becoming "Bus Driver of the Quarter." Quarterly selectees such as Mendes earn plaques, savings bonds, and academic scholarships, with greater rewards going annually to an "Employee of the Year" (see below).

COLLECTING KUDOS — Sandra Lewis (above, left) took the spotlight when Director of Administration Michal Settles presented tokens of Lewis' new title, "Non-Union Employee of the Quarter." Ezell Stubbs (below, left, with wife) heard himself praised as "Mechanic of the Quarter" by Director of Operations George Grandison.

Mechanic James O. Huppert Is 1987 Employee-of-Year

When Mechanic "A" James O. Huppert, East Oakland Division, became 1987 "Employee of the Year," he joined two others who have preceded him in receiving this Employee Recognition Program honor. Among those commending his achievement was Board President Michael Fajans (below, right), who introduced Huppert at the March 23 meeting of Directors.

Actions of the Board

(Continued from Page 16)

At a regular meeting March 9, the Board of Directors:

- Adopted resolution authorizing the state's Department of General Services to purchase motor vehicles on behalf of the District, on motion of Director Bettencourt.
- Adopted policy statement prohibiting use of District resources for non-District business; adopted amendment to Directors' Rules for Procedures, relating to personnel and compensation, on motion of Director Bettencourt.
- Approved Financial Recovery Program (see story, Pg. 3) and adopted revised Operating Budget for Fiscal 1987-88; authorized Request for Proposal for financial advisor in connection with proposed sale of Revenue Anticipation Notes; approved establishment of Investment Board to oversee pension fund investments; authorized filing of claims with MTC for allocation of Transportation Development Act funds for Fiscal 1987-88, on motion of Director Wiggins.
- Selected five finalists for the Ward III Board vacancy, on motion of Director Wiggins.

* * *

At an adjourned regular meeting March 23, the Board of Directors:

- Referred bids for towing service and for furnishing bus driver seats to staff for analysis and recommendation, on motions of Director Nakadegawa.
- Authorized Interim General Manager to enter negotiations with Santa Clara County Transit to execute lease/purchase agreement for 30 articulated buses, on motion of Director Wiggins.
- Adopted slate of recommendations regarding the current Management Benefits Program; approved work plan for selecting new General Manager; adopted resolution relating to Directors' annuity benefits, on motion of Director Bettencourt.
- Authorized Interim General Manager to issue Request for Proposal for financial audit services for Fiscal Year ending June 30, 1988; approved selection of the firm of Seidler-Fitzgerald to assist in refinancing the General Office Facility and to act as advisor in the matter of Revenue Anticipation Notes; adopted resolution authorizing filing of claims with the MTC for allocation of 1988-89 monies from the Transportation Development Act/State Transit Assistance source, plus AB-1107 and Toll Bridge Revenue sources, on motion of Director Wiggins.
- Scheduled Public Hearing for April 26, 7:30 p.m., to receive public comment on service adjustments stemming from the Financial Recovery Program and on the Hayward BART Station Demonstration Project, on motion of Director Nakadegawa (see story, Pgs. 6 and 7).
- Appointed Alice Creason to fill the Ward III Board vacancy, on motion of Director Nakadegawa (see story, Pg. 2).
- Approved selection process for filling Director-at-Large vacancy, on motion of Director Wiggins.
- Adopted resolution of appreciation for the quarter-century of service of retiring Director Ray Rinehart, on motion of Director Wiggins (see story, Pg. 2).

* * *

At an adjourned regular meeting April 6, the Board of Directors:

- Approved award of contract for providing 194 bus driver seats to American Seating, on motion of Director Wiggins.
- Approved limited-time renewal of opportunity for qualified employees to apply for early retirement, on motion of Director Wiggins.
- Ratified certain terms of agreement related to disbursement of Measure B

(Continued on Page 13)

Board Actions

(Continued from Page 12)

funds, with forthcoming amendments to be ratified later, on motion of Director Wiggins.

- Named Korn-Ferry low bidder for General Manager search, on motion of Director Nakadegawa.

* * *

At a regular meeting April 13, the Board of Directors:

- Approved revised early retirement incentive plan, with specified application period for those eligible, on motion of Director Wiggins.
- Authorized modification of contract with American Media Network, Inc., for removal of front-mounted bus advertising signs, on motion of Director Wiggins.
- Adopted revised rules and procedures related to Board travel and expenses, on motion of Director Bettencourt.
- Awarded contract to Booz, Allen & Hamilton, Inc., for continued organizational studies and recommendations, on motion of Director Bettencourt.
- Approved agenda amendment allowing action to extend filing period for applications for vacant Director at Large seat, on motion of Director Wiggins.

* * *

At an adjourned regular meeting April 27, the Board of Directors:

- Awarded contract for furnishing towing services to Hanks' Automotive Service, on motion of Director Nakadegawa.
- Approved implementation of specified service adjustments; deferred action on others, on motion of Director Wiggins.
- Authorized Interim General Manager to file applications with UMTA in connection with revising bus purchase grant to include acquisition of 30 articulated models and 200 driver seats; scheduled public hearing for May 25 to receive public comment on the matter, on motion of Director Wiggins.

Bend-in-middle buses Are now easing crunch On busy commute runs

High-capacity articulated buses — the kind that bend-in-the-middle when turning corners — are now becoming familiar weekday sights on selected lines.

So far, AC Transit is using the 60-foot coaches on local Line 72-Richmond-Oakland and transbay Line N-San Francisco-East Oakland schedules. The aim is to insure that riders enjoy an ample number of seats while the District gains by carrying more riders for the same labor cost.

So far, 60 articulated models seating about 70 riders each (compared to 50 or fewer on standard buses) are available for assignment on targeted routes.

- Authorized Interim General Manager to extend for three years the agreement with Western Contra Costa Transit Authority for providing Line 30Z service, on motion of Director Wiggins.
- Selected slate of final candidates for Director at Large vacancy, on motion of Director Wiggins.

* * *

At an adjourned regular meeting May 4, the Board of Directors:

- Selected three finalists for consideration as appointee to fill Director at Large vacancy, on motion of Director Bettencourt.
- Approved "General Manager profile" in connection with project to fill GM vacancy, on motion of Director Wiggins.

Our 'Stockholders' Write

As a school administrator, I'm very concerned about the safety of our students, particularly at 3:20 p.m. when they must cross the street to catch the #7 bus at the end of the day.

Until we can organize parent volunteers, I've been acting as a crossing guard. While assisting the children, I've noticed that the #7 driver, *B. R. Brown,* has been extremely helpful in his own concern for the safety of our students.

He not only briefly waits for all our student riders to be dismissed, but he also assists with traffic control by motioning for drivers to slow down or stop. I am grateful for his assistance.

Alison Beskin Litwin
Tehiyah Day School
El Cerrito

★ ★ ★

I have just returned from a delightful trip on a bus. The driver, *LaVonne Craft,* was courteous, informative, a wonderful driver, and a pleasant individual. I felt that I was being given a special welcome to Oakland.

Another driver on the same line this same day showed compassion for a wheelchair passenger who could not board her bus because of a faulty lift. So, kudos to the two drivers.

Margaret M. Gill
Oakland

★ ★ ★

I wish to express my thanks to our driver, *Dennis Hess,* for his patience.

One day he had to evacuate all of us from his AC Bus. I didn't know what was going on since I am deaf. That driver took his time to write me a note telling why.

Marie K. Smith
Concord

My mother, who is 83 years old, was a passenger on a bus — traveling to Berkeley to pay her telephone bill. On the way she misplaced the envelope containing the telephone billing and $8.

Apparently, the envelope fell out of her purse and slipped between the seats. It was found by the driver, Mr. *Everett Bass,* when he inspected the bus after his run.

Mr. Bass drove up to her door after he had completed his shift and handed her the missing envelope. My mother was very grateful.

I wish to thank Mr. Bass and other concerned drivers who care enough to help our senior citizens.

Motoichi Yanagi
Oakland

★ ★ ★

Charles J. Williams is a great asset to AC Transit. He is very kind and courteous. In addition, he is quite considerate regarding the well being of his passengers.

His beautiful personality and expertise in driving enable the ride on his bus to be a pleasurable and relaxing experience. Charles J. Williams is, indeed, a perfect example of what AC Transit strives for.

Myra Arbuckle
Emeryville

★ ★ ★

I have been riding AC Transit from Alameda to San Francisco for 25 years. I have cause now to write you.

There is one of your drivers that rates a special commendation for her courtesy and punctuality. She is *Debra Colbert.* I have found her to be a pleasure to ride with.

David B. McGraw
Alameda

Our 'Stockholders' Write

Thank you (*James Lee,* former accessible services coordinator) for your quick response to my concerns about public transport of disabled people. I was so angry I was ready to organize a blockade of disabled people to stop up the whole system. I'm glad it didn't come to that.

I would like to take summer courses at the University in Berkeley, so you can imagine how important reliable transportation is to me.

I hope that the problems really do get taken care of, not just for myself but for all disabled people.

Norma Schernrogel
Berkeley

★ ★ ★

While aboard the bus enroute to Southland Shopping Center, I saw a young lady passenger with a baby carriage and a bagful of items.

The bus driver, (*Clarence Porter*) got off the bus to pick up her bundles and her baby carriage. His helpful consideration in this situation was, indeed, very impressive.

It certainly would be nice to have more drivers with such kindness.

Marian Hatakeda
Hayward

★ ★ ★

I was a passenger aboard a 51 bus, and cannot fail to commend the professional, courteous manner of one of your operators, Ms. *Odell Morris.* Her extreme pleasantness and overall attitude make riding AC Transit a pleasure.

On behalf of our school, parents, students and staff, we want to thank you for all your help for arranging the AC Transit bus transportation for us to and from Oakland Fairyland.

We especially want to commend your drivers (*R. B. Creacy, L. W. Duree, R. D. McVay*) for being so patient with us. And we particularly want to thank the last bus driver for finding and turning in the purse left on the bus.

We appreciate your services.

Noreen Lum
Kai Ming Headstart School
San Francisco

★ ★ ★

I am writing this note to commend one of your drivers, namely *Charles Oden.*

He was very courteous to every passenger who boarded the bus.

Sometimes elderly people have a very difficult time getting on and off, and the driver gets impatient. Mr. Oden had a cheerful smile and a helping hand for everyone.

He made our day!

Naomi Abrott
Castro Valley

★ ★ ★

If my experience had been negative, I would have hastened to complain. Please know it gives me great pleasure to know that most of your employees are as considerate and helpful as possible.

Venio E. Simpson
Berkeley

Actions of the Board

At a regular meeting January 13, the Board of Directors:

- Authorized travel of three District representatives to New Flyer Industries, Canada, to inspect ordered buses, on motion of Director Fajans.
- Adopted resolution amending rules and regulations governing Board travel; rescinded specified prior resolutions, on motion of Director Bettencourt.

* * *

At an adjourned regular meeting January 20, the Board of Directors:

- Authorized travel of Director Nakadegawa to attend APTA Elderly and Disabled Services Task Force meeting in Fort Lauderdale, Florida, January 26, on motion of Director Bettencourt.
- Authorized Interim General Manager to seek bids for heavy-duty towing, on motion of Director Nakadegawa.
- Approved restructuring of Board committees, on motion of Director Bettencourt.
- Approved fare adjustment for special service to Golden Gate Fields, on motion of Director Nakadegawa.

* * *

At a regular meeting February 10, the Board of Directors:

- Authorized travel of three District representatives to attend the APTA Legislative Conference in Washington, D.C., March 13-15; retroactively authorized travel of Director of Administration to attend APTA Training and Development Committee meeting in Miami, Florida, January 28-29, on motion of Director Bettencourt.
- Approved list of organizations for which the District will sponsor memberships, on motion of Director Wiggins.
- Adopted resolution authorizing grant application amendment relating to articulated coaches purchase; authorized Interim General Manager to negotiate extension of option period with New Flyer Industries, relating to purchase of standard-size coaches, on motion of Director Nakadegawa.
- Adopted amendments to Board of Directors Procedures; scheduled interviews with applicants for Ward III Board vacancy; authorized Interim General Manager to negotiate contract with Capitol Information Associates for legislative advocacy services, on motion of Director Bettencourt.

(Continued on Page 12)

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JOHN WOODBURY ..... Director at Large

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Richard Kassis ..... Acting Attorney for the District

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District celebrates New coach delivery

Veteran driver's death mourned

Billy J. Givens, a popular and personal veteran driver killed while operating his bus on July 29, was honored by more than 2,000 friends, family and co-workers who attended services in his memory.

He had been a driver since 1968 and had seven commendations within the last 18 months for his outstanding work.

As a mark of respect for him, all AC Transit buses on the road were halted to observe a moment of silence at 11 a.m. Friday, August 5, the time and date of funeral service at Bethel Missionary Baptist Church in Oakland where Givens was a member and sang in the choir.

Additionally, AC Transit workers wore black arm bands for a week.

Bus drivers from as far away as San Diego and Sacramento came to the services as a mark of solidarity among transit workers everywhere.

BART General Manager Keith Bernard, who attended the funeral, ordered BART's flags to be at half mast for a week in honor of the slain driver. Golden Gate Transit dedicated their Bus Roadeo to his memory. San Francisco Municipal Railway sent more than 50 drivers and an articulated bus to both the funeral and interment services. And a memorial fund has been established for the family at Great Western Bank, 350 - 20th Street, Oakland.

Oakland police have charged two teenagers with the killing. They believe the shooting was carried out as a random retaliation for the death of a woman who was involved in an accident with an AC Transit bus the day before. In that accident, witnesses and police both state the AC Transit operator was not at fault, and that the woman had run a red light.

In commenting on the tragic circumstances surrounding Givens' death, AC Transit Board President Michael H. Fajans said, "There simply is no way of explaining the needless murder of this fine individual, who was a well-liked fellow-worker and a true servant of our passengers and public."

In AC Transit's 28-year history, Givens is the third driver to have been killed while on duty.

Billy J. Givens

Sorrow expressed in poem Sent by Oakland woman

Many persons expressed sorrow and concern over the death of *Billy J. Givens.* Oakland resident *Aldocia Williams* sent a moving letter to the Givens family. Included in the letter was the following poem:

> The clock of life is wound but once.
> And no man has the power
> To tell just where the hands will
> stop,
> At late or early hour.
> To lose one's wealth is sad indeed,
> To lose one's health is more;
> To lose one's soul is such a loss
> As no man can restore.
> The present only is our own,
> To seek to do God's will;
> Tomorrow holds no promise, for
> The clock may then be still."

Additionally, the letter urged that "bus drivers take up his habits and try to be like him," concluding with another stanza:

> A faithful jewel from us is gone,
> A voice we loved is still.
> A place is vacant in our midst
> That never! no never! can be filled."

District has new General Manager

AC Transit's Board of Directors has appointed *James L. O'Sullivan* to the position of General Manager after an extensive nation-wide search.

He has served as executive director of the Peninsular Transportation District Commission in Newport News/Hampton, Virginia, since 1982. Prior to that, he was administrator of the Lowell Regional Transit Authority in Lowell, Massachusetts.

A native of New York, O'Sullivan graduated from the State University of New York and has a Master of Public Administration degree in Management Science. He's currently the top-ranked candidate in his MBA class at William and Mary College.

"We are very pleased that Mr. O'Sullivan has accepted the position at this critical time in AC Transit's history," said Board President *Michael Fajans.* "He is an energetic young leader who has a proven track-record of success in 'turning around' situations — which makes him the best choice to continue the progress which AC Transit has made in recent months."

He assumes duties carried out since January by Interim General Manager *Neil Peterson.*

THE COVER — On hand for the "unveiling" of new 1988 Flyer buses being incorporated into the District's active fleet were (left to right) Government/Community Relations Manager Bruce Goddard, State Assemblymember Delaine Eastin of Union City, and Board President Michael H. Fajans. As was required by the Board when accepting the bus company's original bid for the $8 million acquisition, the final assembly of the 56 coaches is being performed locally by a crew of Bay Area workers now employed in a new plant in Union City.

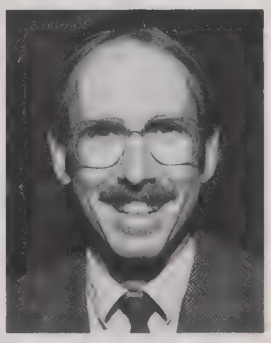
Public Hearing subjects set

An increase in selected cash fares and various service adjustments are among actions proposed to balance AC Transit's $119 projected operating budget for this fiscal year (see details, Page 4).

The Board of Directors has scheduled a Public Hearing on such proposals for 7:30 p.m. August 17, before making any final decision to adopt the service-related actions. At the same time, Directors will hear comment on changes in transbay and local cash bus fares, as well as possible service improvements in some parts of the East Bay.

The hearing will be held in the Board Room, 1600 Franklin Street, Oakland. Directors also welcome comments in writing, addressed to: AC Transit Research and Planning Department, 1600 Franklin St., Oakland, CA., 94612.

John Woodbury appointed New Director-at-Large



John R. Woodbury has assumed the At-Large seat on AC Transit's Board, filling the vacancy created in March by the resignation of veteran policy-maker *Ray Rinehart.*

A city planner, he earned master's degrees in City and Regional Planning and in Asian Studies. He is past president of East Bay League of Conservation Voters, and has been active in the Regional Parks Association, Sierra Club, and the Oakland Heritage Alliance.

Deficit-paring plan

New budget targets internal savings

In introducing a $119.7 million budget to Directors July 6, Interim General Manager *Neil Peterson* called for sweeping internal changes to help pare a projected $11 million deficit.

Under the plan described, more than half this deficit would be offset by internal economies, coupled with modest cash fare increases and service adjustments tailored to have minimum impact on regular riders. In addition, Peterson told Directors, by achieving greater efficiencies in risk management and inventory control; cutting expenditures for travel and meetings, consulting services, hiring of temporary help, and utilities usage, a total savings of $6.9 million could be accomplished.

To cover the remainder of the shortfall (a projected $4.1 million), Peterson proposed a challenge to the District's workforce by identifying several "opportunities to improve our cost of operation and to improve our efficiency."

Curbing absenteeism

Employee absenteeism was targeted as one currently costly item. When compared with 20 peer agencies, Peterson noted, AC Transit's absenteeism rate is four times worse than its best peer — and twice as bad as the average.

"As employees, we have to improve our performance in order that our riders do not suffer loss of service," Peterson stressed, calling on Directors to establish a novel 12-month "Gain-Sharing" plan in which individual workers could realize dollar dividends through a major reduction in overall absenteeism.

The proposed 1988-89 spending plan also calls for an adjustment in cash fares — a ten-cent increase for adults (from 75 to 85 cents) and a 25-cent increase (from 50 to 75 cents) for youth utilizing commute hour-only local service; and a 50-cent hike (from $2 to $2.50) for adults making eastbound transbay trips (with no change in the $1 westbound fare). However, Monthly Pass prices would remain unchanged.

AC Transit also would introduce a new $3 Daily Pass for transbay riders — the same cost as the current round-trip cash fare. Other recommendations to be presented at an August 17 Public Hearing include development of a new, widely-publicized distribution network that will make the various transit passes readily available throughout the District's service area.

Service adjustments

A number of service adjustments, curtailments, and improvements are proposed (some to be effective in September), including: reduction in school-day Supplementary Service and elimination of unproductive bus trips; curtailment of Line 86S in Hayward and Line 15 night service east of Fruitvale Avenue in East Oakland after 10:30 p.m.; and introduction of express-type Limited Stop service on Line 40.

The spending plan also designates dollars for specific improvements: hiring more maintenance workers and road supervisors (while cutting about two dozen administrative and support positions); implementing new bus service in the Richmond-El Cerrito area and beefing up other bus routes in conjunction with the planned CALTRANS construction projects planned for Interstates 80 and 880.

Though the currently proposed budget is less than last year's $122 million figure, the shortfall stems from such changed circumstances as a contractual wage increase, effective July 1; loss of the BART Express bus contract; sluggish revenues; and projected increases in the cost of doing business.

Election will allot Board seats

Four seats on AC Transit's policy-making Board of Directors will be on the ballot in the November General Election.

The positions which are up for election this year include one District-wide At-Large seat, two four-year seats representing, respectively, the voters of the District's Wards I and II, plus a two-year post representing Ward III. Candidates for each of the Ward seats must live and be registered to vote within the geographic area they seek to represent.

Ward I

Ward I, currently represented by Board President *Michael H. Fajans,* consists of that portion of Berkeley east of Martin Luther King Jr. Way plus large segments of Oakland, including the Rockridge, Claremont and Central Business districts and the area from Lake Merritt east to 35th Ave. Opposing Fajans is *Michael Winter,* of Berkeley.

Ward II

Ward II, now represented by *Jerome G. Wiggins,* encompasses much of Berkeley (west of Martin Luther King Jr. Way) plus Albany, Emeryville and (in Contra Costa County) El Cerrito, Kensington, Richmond, San Pablo and parts of El Sobrante. Running against Wiggins is former Albany Mayor *Ruth Ganong.*

Ward III

Ward III, the seat now held by *Alice H. Creason,* consists of Alameda, Piedmont and parts of the Oakland Hills and East Oakland, including Montclair, Piedmont Pines, Oakmore, Fruitvale, Melrose, Millsmont, Oak Knoll, Seminary and Sheffield Village districts. Creason is being opposed by *Diane Raulston,* of Oakland.

At-Large

The At-Large constituency now represented by *John Woodbury* includes the entire Alameda-Contra Costa Transit District — all cities (except Union City) plus the adjacent unincorporated areas west of the hills from San Pablo south to Fremont.

Woodbury is being challenged by *Diane Thur,* of Hayward, and *Hector Reyna,* of Oakland.

The filing period for seeking election closed August 12.

Information regarding elections and areas represented by individual board members is handled by the AC Transit District Secretary's Office, 1600 Franklin Street, Oakland, California 94612.

Nakadegawa will seek BART board position

AC Transit Director Roy Nakadegawa has announced he will run for the BART board of directors this Fall as he seeks to unseat Howard Ableson, a former El Cerrito City Councilman who was appointed earlier this year to fill the unexpired term of former BART board member Arthur Shartsis.

If elected to the BART board, Nagadegawa has stated he would give up his seat as one of the two AC Transit Directors At-Large on the bus system's policy making body.

July Rodeo exhibits wide variety Of behind-the-wheel skills, know-how

AC Transit employees "saddled up" for the 1988 Bus Roadeo, with U.S. Savings Bonds and trophies as incentives for top performers.

Competitors got behind-the-wheel of 10-ton vehicles Saturday, July 16, at the District's Training and Education Center, Hayward, to test their skills at maneuvering 40-foot buses among a variety of obstacles.

Challenges drivers faced included serpentine courses and reverse-direction maneuvering, such as right and left "Y-backs." Also, contestants were judged on personal appearance and on a written test covering safety, driving regulations and general attitude. Investigative skills also were tested as operators inspect a bus for "hidden" problems.

The event is open to all union employees, divided into two categories of competition. The first category consists of all eligible American Public Transit Association (APTA) contestants, who were trying for top-spot prizes of a $500 Savings Bond, a First Place trophy, and the honor of representing AC Transit in the regional (RTA) Roadeo and the National Roadeo in Montreal this fall.

Eligibility for the APTA category is based on attendance, plus accident and work records.

Second place for the APTA-eligible drivers earned a trophy, a $400 Savings Bond, and being among the three to represent AC Transit at the RTA Roadeo — to be hosted by Contra Costa County Transit Authority, Concord, in August. Third place earned a trophy, a $300 Savings Bond, and eligibility to compete in the RTA event.

Those employees who had not qualified for the APTA-category contest vied separately for a first prize of a $100 Savings Bond, a second prize of a $75 Savings Bond, and third prize of a $50 Savings Bond. Trophies also were presented to all three winners.

EARNED HONORS — Though a relative newcomer to the District's driving ranks — she became a full-time operator in May, 1986, after working as a part-timer since August, 1985 — Louella Delaney (with trophy) bested all rivals at this year's Roadeo. In doing so, she established an important "first" — the first woman driver to win the in-house event. Here, she's receiving congratulations from Linda Shepard, Alice Creason, Roy Nakadegawa, and Michael Fajans. She will represent AC Transit in the National American Public Transit (APTA) Bus Roadeo in Montreal in October.

For park trips, try the bus To enjoy hassle-free fun

Summer fun opportunities without traffic or parking hassles are being offered this year through a joint effort of the East Bay Regional Park District and AC Transit to provide trips to 46 different sites. The first such excursions took place June 20.

The program is geared for group outings, especially senior citizens and the disabled, but also is open to individuals who simply want to get to a Park District site.

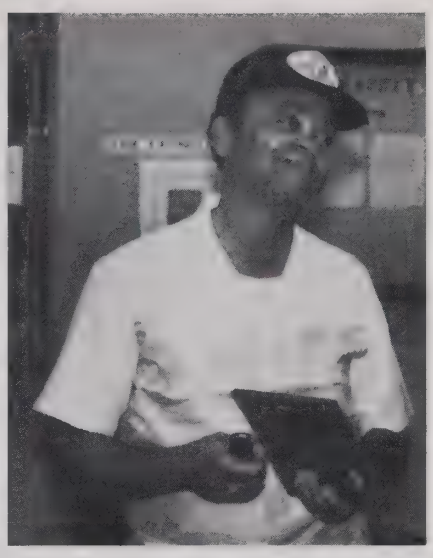
Bus routes to each park, and boarding locations, are available from Kimberly Lenz of the Park District, who also provides assistance in planning trips. Phone number is 531-9300, extension 2205.

Five more earn Employee Recognition honors

DRIVING AWARDS — Hayward's Danny Tucker, who shared "Driver of the Quarter" honors with his brother Otis (see Box) is being congratulated here by Carol Russell, acting assistant superintendent. The Tucker brothers' selection was the District's first co-award.

JOB HONORS — Acting Assistant Superintendent Donna Pate, chosen "Management Employee of the Quarter," starred at June 13 ceremonies in the Administrative Offices. Before taking her present post at Richmond Division, she was Employee Relations Representative.

PATTEN PRAISED — Hayward Dispatcher Leon Patten, left, received congratulations from Acting Assistant Superintendent Bob Estrella after being selected "Clerical Employee of the Quarter." He was honored at the division June 9.



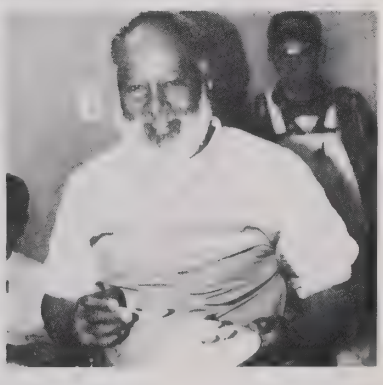
Otis Tucker — named in May to share honors as "Bus Driver of the Quarter" with his brother Danny (see left column) — died June 12 at his home in Union City.

The photo above was taken at the divisional ceremonies where he received his Employee Recognition plaque.

He had completed 30 years of service during which he also earned the 25-Year Safe Driving Award.

In addition to his brother, he is survived by his widow, Marie, and four children: Frances, Eric, Shirley, and Marco.

Salutes from the System



MAINTENANCE KUDOS — Emeryville's Bennie Williams became "Maintenance Employee of the Quarter" after earlier service as a driver, during which he earned a 25-Year Safe Driving Award. This latest honor was celebrated June 14.

FOCUS: Transit People and Projects

Helping sellers sell

BUSINESS BOOSTERS — AC Transit's Colby Swanson (left), acting assistant director of maintenance, and Sandra Privett, minority business enterprise representative, exchanged views with Robert G. Owens, director, office of Civil Rights, Urban Mass Transportation Administration, Washington, DC., during this year's Transit Business Opportunities Conference. The event informs and encourages firms and individuals who are interested in doing business with public transit organizations.

SAFETY MARKS — Hayward Division drivers Manuel "Paul" Mendes (left), and Edmond "Bud" Oster cut into their cakes during ceremonies commemorating their milestones in safely operating AC Transit buses. Mendes has logged 30 years of safe driving, while Oster has achieved 25. It is estimated that the two operators carried nearly five million passengers safely over more than two million miles.

FOCUS: Transit People and Projects

PROUD DISPLAY — Hayward Division Dispatchers Odie Collins (left) and Karen Maxwell prepare to post one of the in-house signs recognizing Transit Appreciation Day and the daily contributions of employees to getting people where they need and want to go. Celebration of the day included the donning of carnations and ribbons by all District personnel. Donuts and coffee were "on the house" at various work sites, including the Transbay Transit Terminal, the Central Maintenance Facility, Training Center, Division Gillie Rooms and the Administrative Offices.

LAKE CELEBRATION — AC Transit Booster Club volunteers staffed a booth providing bus-use information for attendees at Oakland's annual Festival at the Lake, held June 3-5. Current and potential riders of all ages stopped by the booth for route and schedule information.

THE TRIBUNE

Kudos for AC Transit

Public agency budgets are usually as informative and stimulating as newspaper legal notices. If the fine print doesn't blind you, the turgid and self-serving prose will cure your insomnia.

Then along comes AC Transit's proposed budget for the 1988-89 fiscal year, courtesy of Interim General Manager Neil Peterson. Much more than a collection of numbers and platitudes, it combines an unsparing critique of the system's past performance with a bold but realistic course of remedial action. And you don't have to be a lawyer or an accountant to follow it.

• • •

The key elements of his plan are contracting-out of services to cut costs, attacking employee absenteeism, selective fare increases and investments in better service.

• • •

Peterson also proposes leasing out underutilized district facilities, including its oversized maintenance yard and the top floor of its lavish new office building.

For the first time in memory, the district will confront head on its most scandalous source of red ink: absenteeism. Peterson rightly calls the problem "atrocious" and "astronomical" in scope.

At the current rate of absenteeism, the average operator will miss work nearly two full months out of the year. The average service worker, according to the report, last year "showed up for work three out of five days a week." A consultant hired by AC ranked its attendance record the worst out of 20 comparable agencies.

All that costs big money, either for questionable sick leave or for overtime to cover unattended shifts. Peterson offers a tasty carrot — large incentive payments for employees who show up for work reliably — along with the threat of mass layoffs if workers don't lick their absenteeism.

To his credit, Peterson understands the complex history of management failures that produced terrible morale and absenteeism among AC's employees. Besides working closely with the union on the matter, he points no fingers, referring to it as "our " problem. That spirit should produce labor cooperation, not conflict.

Budget crises inevitably mean fare increases, and this one is no exception. But the cash fare will rise only 10 cents at peak hours, and not at all for passes. The boost was unavoidable since the Metropolitan Transportation Commission made it a condition of AC receiving $1,250,000 in subsidies.

• • •

No round of cost cutting will save AC if service continues to spiral downward. This budget proposes strategic investments to make the system more attractive once again to the Eastbay public.

• • •

(This is excerpted from an editorial in the July 8 Oakland Tribune)

Diesel training gives opportunity to many

PROGRAM CONCLUSION — The Diesel Training graduates pictured here had reason to look happy: they had just concluded a grueling two-semester, mostly hands-on course which consumed a total of 144 hours of their non-work hours. They represent the ninth program session, producing 75 AC Transit employees trained to keep District buses in sound working order. Graduates (left to right, posing with their College of Alameda instructor, Vic Carranza, kneeling in front) are Ronald Williams, Avant Madison, Frederick Glascoe, Edward Morgan, Gregory Burns, Robert Jeffery, Dennis Light, and Ricky Sullivan. Not present for the photo was Hugh Hyland.

Car crash aid wins praise

When Emeryville Division Driver *Sheila Lawrence* witnessed a two-car accident while on duty in late June, she responded in a manner which elicited a commendatory letter from David L. Cutter, former Chairman of the Board, Cutter Laboratories, Berkeley.

The letter explains that Cutter, involved in an accident at the heavily-trafficked intersection of Claremont and Ashby, Berkeley, was pleased to be handed a note from Lawrence, stating that she had seen the accident and that the other party had been at fault.

Her information, Cutter states, "resulted in the other party's insurance company accepting full responsibility."

Lawrence's willingness to be helpful in such a situation wins high praise from Cutter:

"Nowadays we usually find folks who 'don't want to get involved.' It is refreshing to find someone like Ms. Lawrence who is willing to step forward, without being asked, to insure that the correct facts are presented."

Buses get younger!

AC Transit buses are getting younger and younger, according to *Colby Swanson,* acting assistant maintenance manager, as a major bus replacement program pares more than three years off the average age of the fleet.

At the end of 1987, AC Transit coaches averaged 9.4 years. By June 30, 1988, that figure had been reduced to 8.3 years — a result of initial deliveries of 56 New Flyer models, all of which will be here by early 1989.

Another 52 New Flyers are slated for delivery by March 10, 1989, and an order for 15 articulated models has been placed with that same manufacturer. It's estimated that the District's 800 buses will average 6.2 years in age by June 30, 1989.

By that date, many of the buses scheduled for retirement will have traveled more than a million miles, Swanson notes.

Boosters' promotion

BOOSTERS CHECK MESSAGES — AC Transit Booster Club members Robert Vaughn (left), and Don Jewel inspect the interior of District Bus No. 1422, which features messages, information and promotions of the group (note advertising car cards posted on the right).

October 1 is birthday

Historically, Oct. 1 is an important day for AC Transit. This year it marks the 28th birthday of operations for the District.

The bus system began operations on the street Oct. 1, 1960, but formation of the District began a half decade earlier as the California State Legislature created statutes which established AC Transit in 1955.

Hearings will refine CSP details

Inauguration May 2 of a key demonstration project at BART/Hayward not only marked the first test of the concept of "Timed Transfer" connections from bus-to-bus and bus-to-rail but represents the prototype of various rail/bus interlinks called for in AC Transit's Comprehensive Service Plan (CSP).

The CSP's aim is to tailor bus routes to meet the needs of current riders while initiating new concepts targeted at attracting new riders. The evolving design, which will be discussed at more than a dozen public hearings in coming months, will change the entire configuration of AC Transit bus service in the East Bay.

The hearings assure that the public provides its crucial input. But AC Transit also is encouraging drivers, mechanics, and support personnel to offer suggestions based on their experience and expertise.

Since the broadly conceived CSP was to experience its first tangible testing in the Hayward project, much ground-work was laid for its launching. AC Transit planners, in preparatory work, were joined by personnel of UC Berkeley's Institute for Transportation Studies. The result: a working computer model incorporating such demographic data as area employment, plus education, recreational, and residential patterns — both current and projected.

Information from the BART/Hayward project will be incorporated in decision-making as the overall Comprehensive Service Plan develops further with the schedule of summer and fall public hearings.

While timed-transfer centers provide service efficiently to serve low- to moderate-density communities, the CSP also proposes introduction of a grid of interlaced lines crisscrossing the East Bay's urban core. The long range goal is to produce a service network that gets more people to more places throughout the East Bay more efficiently and quickly.

Bay Area boasts diverse public transit modes

On an average weekday, some 15,000 Bay Area public transit employees put into operation a fleet of passenger vehicles as diverse as any in the country.

The most familiar form — the area's nearly 3,000 buses — range from high-capacity 60-foot models utilized in urban core areas, to small coaches and vans serving suburban neighborhoods.

In addition, there's the heavy rail mass transit operated by BART and CalTrain, light rail vehicles in San Francisco and Santa Clara County, streetcars and electrically-powered trolley coaches, a fleet of ferries, and the fabled cable cars.

Collectively, these public transit vehicles log nearly 130 million miles annually in revenue service over roads, rails, and on the waters of San Francisco Bay. They serve about 1.5 million riders daily — which totals nearly 500 million passenger trips a year.

Predictably, transit ridership is concentrated in the choke points: the 49-square miles of San Francisco; Bay Bridge corridor; the metropolitan cores of the East and South Bay; the Highway 101 corridors on the Peninsula and across the Golden Gate Bridge.

Over 200 million annual passenger trips are registered by San Francisco MUNI, followed by AC Transit (70 million annual passenger trips), BART (60 million), Santa Clara County Transit (30 million), SamTrans (20 million), Golden Gate Transit (nearly 10 million), CalTrain, and central Contra Costa's County Connection (the latter two at about 5 million each).

New transit service is being introduced to the Livermore/Amador Valley, Alameda County, and the burgeoning cities of Napa, Solano, Sonoma and southern Santa Clara counties.

Old or new, all providers share a common characteristic: requiring wide-ranging skills within their work-force.

Oz Gould leaves District After distinguished career

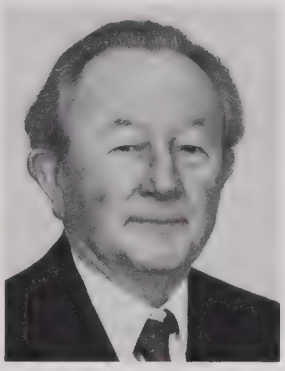
Ozro D. Gould, Risk Manager for AC Transit, is retiring after more than 20 years with the District, and five decades of working in the risk, claims and insurance arena.

The colorful Gould, whose Irish heritage has frequently evoked comment, has long been considered an expert in the field of dealing with accident and liability claims, and is generally regarded as the person who has consistently kept AC Transit's insurance premiums at a minimum while securing maximum protection in coverage.

Prior to joining AC Transit, Gould was in charge of claims for Western Greyhound Lines. He retired from Greyhound in 1968.

As he recently reviewed his distinguished career in claims and insurance, Gould commented that the constantly shifting nature of legislation and rulings was the most difficult challenge facing anyone in his profession. "Every year is the biggest change," he says. "You have a full-time legislature constantly enacting new legislation. They are always full of surprises."

The increased number of legal actions against public agencies like AC Transit also has created problems. "Wholesale advertising by attorneys has resulted in people ending up with a misconception of what can happen. Invariably, they end up with considerably less than they would have after the lawyers get their fee. Normally reasonable people fail to accept reasonable settlements because some attorneys have convinced them they are going to receive unreasonable compensation," he says. "Sadly, we are becoming an ever-increasing litigious society. Everyone is suing everyone else, and frequently!"



Ozro D. Gould

The most difficult case he worked on during his tenure with the transit system was the 1982 Caldecott Tunnel accident in which there were seven fatalities, including an AC Transit bus driver, *John Dykes, Jr.* Many months of legal actions, hearings, depositions, reports and meetings resulted in a settlement just as an expected lengthy trial got underway. "It was, without a doubt, the single worst thing that ever happened to me at AC Transit," Gould says.

Gould intends to stay active in his retirement, devoting time to his much loved sail boat anchored in Richmond, and continuing to enjoy the extensive traveling he has done with his wife, Frances Carr, a California State Appellate Court Judge in Sacramento.

Gould is being replaced by *Ronald Julian,* who brings a broad background of experience with Di Giorgio Corp. and Bechtel Group, Inc., in risk, claims and insurance.

District reproducing Informational brochure

A revised version of the much-requested "Focus on Facilities" brochure describing AC Transit's physical makeup with additional overall statistics about the East Bay's bus system is currently in production at the District's print shop.

The informative brochure, available to all interested parites, details each of AC Transit's sites including operational yards, maintenance facilities, the training and education center and other "capital" assets used in carrying the more than 5 million passengers who use District buses each month.

Useful as a handy reference guide, the brochure details specifics about the transit system.

Among the listed bits of information are fuel consumption at 150,000 gallons of diesel each week, and service miles of 30 million each year.

Actions of the Board

(Continued from Page 16)

At a regular meeting June 8, the Board of Directors:

- Authorized cost-saving one-year rental agreement for copying machines, on motion of Director Bettencourt.
- Scheduled Public Hearing July 13 to solicit comment on adopting AC/BART Plus Pass as part of District tariff, on motion of Director Wiggins.

* * *

At an adjourned regular meeting June 22, the Board of Directors:

- Referred bids for articulated buses to staff for subsequent recommendation, on motion of Director Nakadegawa.
- Authorized travel of one District representative to attend APTA Drug and Alcohol Symposium in Boston July 20-22, on motion of Director Wiggins.
- Adopted resolution giving notice of November 8 election to fill four Board seats, on motion of Director Creason.
- Adopted resolution authorizing agreements, actions, and expenditures in connection with refinancing of Administrative Offices facility, on motion of Director Wiggins.
- Adopted resolution authorizing both expenditures and receipts of funds in the interim, prior to adoption of District Operating Budget for Fiscal Year 1988-89, on motion of Director Wiggins.
- Authorized award of contract to the Wyatt Company for financial consulting services; authorized extension of existing contract with Price Waterhouse for financial consulting services, on motion of Director Wiggins.

Color-in a happy bus fan! Little rider is big booster

The following excerpted letter (plus drawings such as the one above, titled "Many AC Transit Buses") was received by Marketing Department in mid-July, reflecting one very young patron's pleasure at receiving a District publication which is particularly popular among members of his peer-group — "Color-In a Bus Trip."

The letter, signed by Midori and Tom McKeon, reads:

"Words fail to convey how happy our three-year-old son Michael was to receive the coloring books.

"Being a crazy fan of the AC Transit buses, he immediately wanted to hold them in his hands — he asked us to cut out the buses from one of the coloring books; and, ever since then, he carries them with him wherever he goes. Even when we attended our friend's wedding, there he was holding his favorite bus cutouts and showing them off to everybody.

"He also likes to draw pictures of AC Transit buses. We are enclosing some of them as a token of our gratitude."

Our 'Stockholders' Write

I have ridden transit systems over the world. AC Transit is definitely the way to go. I work for the largest law firm in the United States, and I have to get to work on time. With your excellent commuter H Line, I most certainly do.

I especially want to commend your HX evening commute driver *Wanda Barker.* Her driving (and my riding the bus in general) has reduced stress and made my ride back to Berkeley enjoyable. She is the kind of driver I want to ride with.

Keep up the good work. I am definitely spreading the word.

Ginger D. Permillion
Berkeley

★ ★ ★

I am a lady who has ridden AC Transit since you came on the scene and "rescued" us from Key Route System. Of course, I rode Key System for years before you came.

I would like to commend three very outstanding drivers, who have maintained their driving skills, their courtesy no matter what: *Bill Damato, Johnny Goble, Michael Kropf.*

Virginia Suydam
Oakland

★ ★ ★

When I boarded the 51 bus recently, it was the second time I had been in a position to watch Driver *Curtis Walsh.*

The first time, he showed a great deal of patience with a person in a wheelchair. This time, as I watched him, I saw that he often smiled, heading off a minor problem which could have ensued except for his behavior.

He helped my day end pleasantly.

Norma Green
East Bay

On the morning in question I boarded the bus for downtown Oakland. As always, I was greeted warmly by Driver *Nick Wong.* Later, I discovered I had misplaced my monthly pass.

It is with great pleasure that I pass on the fact that a passenger discovered my pass and turned it over to Mr. Wong, who in turn took the trouble to establish my identity and deliver the pass back to me on the very same day.

The result was that I was not financially out even one ride on my favorite transportation. AC Transit is certainly fortunate to employ such a conscientious individual.

Arla Norrena
Oakland

★ ★ ★

I'm writing to you about Driver *Pat Lee,* whom I've found to be courteous, efficient, intelligent, and an asset to AC.

Her friendly attitude toward all riders (students, adults, and senior citizens) made the commute home from BART an uplifting experience for me.

Bruce Altman,
El Cerrito

★ ★ ★

As a daily AC Transit bus rider, I want to communicate my positive experiences regarding the wonderful service provided by the drivers. One outstanding example is *David Harper,* whose bus I board each weekday morning.

David politely and courteously facilitated my transfer to the 51 bus , so that my passage to work was safely completed.

Elizabeth A. Neikes
Berkeley

Actions of the Board

At a regular meeting May 11, the Board of Directors:

- Approved travel, retroactively, of Director Nakadegawa to attend May 6 APTA Task Force on Accessibility in Washington, D.C., plus travel of Director Nakadegawa to attend May 19 APTA Policy and Planning Committee in St. Louis, on motion of Director Bettencourt.
- Approved updated procedures for issuance of warrants or warrant checks, on motion of Director Bettencourt.
- Adopted resolution of appreciation and best wishes to slate of District retirees, on motion of Director Wiggins.
- Adopted resolution approving legal counsel, legal services, and actions relating to refinancing of the Administrative Offices facility, on motion of Director Wiggins.
- Approved re-definition of District secretary post and re-structuring of compensation range; authorized Interim General Manager to select specified search firm to fill post of Risk Manager, on motion of Director Bettencourt.
- Approved broadened list of finalists to be considered for appointment to fill Director-at-Large vacancy, on motion of Director Creason.

***

At an adjourned regular meeting May 25, the Board of Directors:

- Approved amendment to financial grant to allow inclusion of two specified capital improvements, on motion of Director Wiggins.
- Appointed John Woodbury to fill Director-at-Large position, on motion of Director Nakadegawa (see story, Pg. 3).
- Extended contract of Interim General Manager for a period not to exceed two months, on motion of Director Bettencourt.
- Approved opposition to state Proposition 72, on motion of Director Creason.
- Approved staff development of action plan to strengthen internal accounting control; awarded contract to Arthur Andersen for financial auditing services for Fiscal Year ending June 30, with option to extend for four years, on motion of Director Wiggins.
- Authorized Interim General Manager to develop transit shelter program, on motion of Director Nakadegawa.

(Continued on Page 14)

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
1600 Franklin St., Oakland, California 94612-2806
Telephone (415) 891-4777

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ALICE H. CREASON ..... Ward III
ROY NAKADEGAWA ..... Director at Large

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Richard Kassis ..... Acting Attorney for the District

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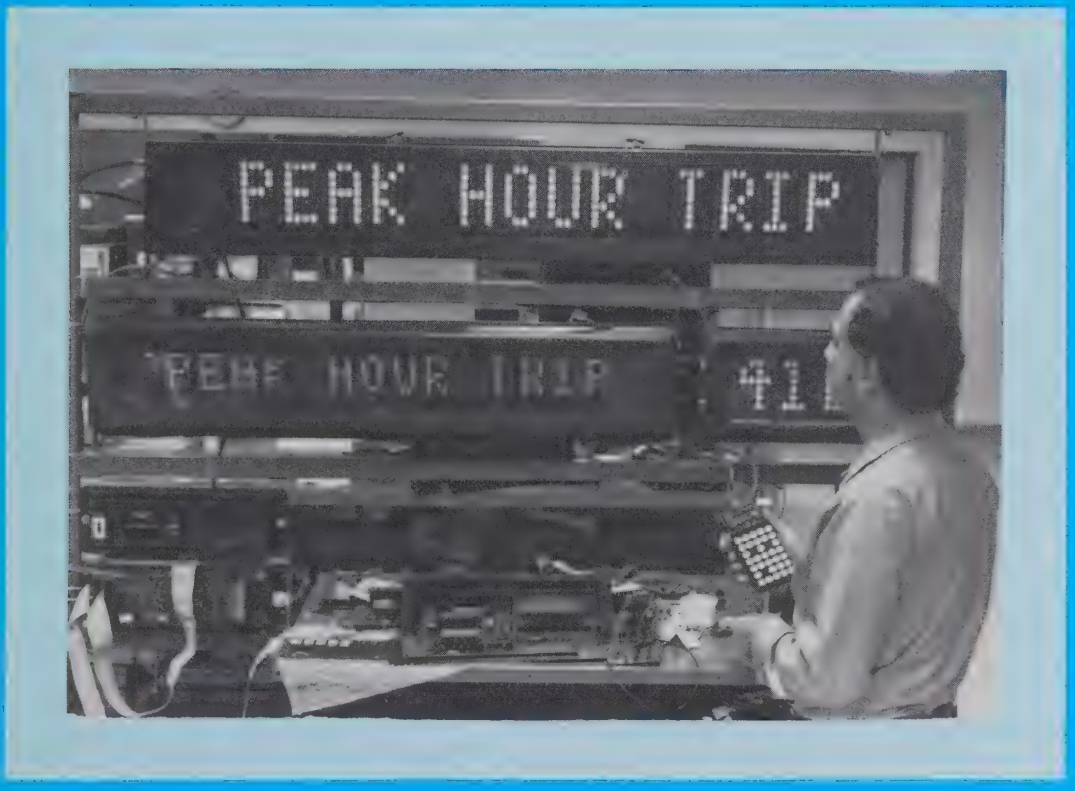
Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT



Signal plan alerts riders
To timing of fare changes

Our 'Stockholders' Write

I would like to thank your Marketing Department for making available the timetable of effective dates for bus schedules. We serve hundreds who use the bus system, and having current schedules is a service they appreciate.

I know you are updating and changing many of your routes. I've been pleased when we receive the new schedules so soon after your change — it helps us all pass on the correct information.

Andrea Moss
Berkeley Public Library

★ ★ ★

I have been an AC commuter since 1972, and have been continuously favorably impressed by the quality of your drivers and your service.

In particular, I would like to commend *Felicia Pierce.* Felicia is knowledgeable and helpful. Passengers who depend on the 18S to make a timely San Francisco bus connection have never been disappointed.

Above all, however, this driver consistently has shown kindness, impeccable courtesy, and genuine concern.

Susan Baurmann
Oakland

Driver *Vincent Briganti* got off the bus to help a blind lady across the street to catch another bus.

I call that going above the line of duty.

Aldocia Williams
Oakland

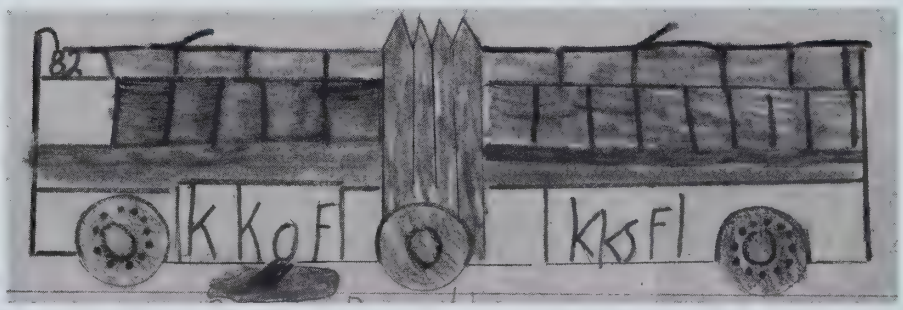
(Ed. Note: Passenger Williams also commended two other operators: Earle Brown, Jr., and Jeanette Wyatt)

★ ★ ★

A friend and I caught the 64 line to Alameda. During our 25 minutes on the bus, there were three separate incidents in which the driver's skill prevented accidents and astonishingly minimized the discomfort of passengers during sudden stops.

In addition, Driver *Bob St. John* exhibited a great concern for the elderly and the handicapped, helping them to enter, exit, and ride to their destinations in comfort and dignity. He is a wonderful example of a positive personality in an increasingly rude and cold society.

Dennis Sylvester,
(and three other riders) Alameda



I would like to thank you for sending me the two coloring books.

Cory B. Roundtree, Age 7, Oakland

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Peak hours only

Local cash fares rise slightly

Before the District's new commute-hour Local cash fare schedule was to take effect December 4, an informational program got underway to apprise riders of the easily available fare-paying alternatives whose use avoids paying more for bus trips.

The new cash fare for peak period (6 to 9 a.m. / 4 to 7 p.m. weekdays) Local trips has been set at: adults, 85 cents per trip (rather than 75 cents); youth (ages 5-16), 75 cents (instead of 50 cents). Cash fares for seniors and certified disabled riders remain unchanged.

The information campaign, which included distribution of rider newsletters, placement of ads, and posting of onboard car cards, conveyed assurances that regular patrons can easily avoid paying the higher cash fares by taking advantage of the District's broad range of Monthly Passes or Convenience Tickets, whose prices remain unchanged.

At $30 monthly, the promotional material points out, the Adult pass saves more than 11 percent compared to the cash cost ($1.70 each) of twenty commute-hour round trips — and the pass is good for unlimited local rides during its entire valid period.

Similarly, the $16 Youth pass (also good for unlimited rides) saves nearly 50 percent compared to the cash cost (75 cents per trip) of 40 commute hour rides.

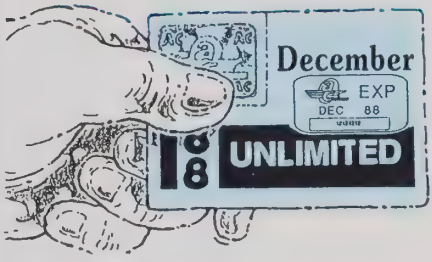
While promoting both the convenience and cost-saving aspects of its line of Passes, the District also broadened the number of locations where the show-and-go cards can be purchased, then made available a brochure listing the sales sites. The brochure can be obtained from drivers or by calling Transit Information.

For instance, Adult Local passes are available at dozens of supermarkets and other retailers from San Pablo to Fremont. Youth passes may be obtained at neighborhood schools throughout the East Bay, and at various over-the-counter outlets.

In addition, the District continues to offer mail-order purchase of both types of Passes, plus Tickets. Pre-addressed forms are available from drivers for this particularly popular method of obtaining prepaid fare cards. The tickets still cost only $15 for a 20-ride (Local) book, with 10-ride Youth ticket strips selling for just $5.

Heavy promotion of the Pass and Ticket instruments is tailored to minimize any fare-rise impact on regular riders, since the modest hike in the basic cash fare was mandatory in order to qualify the District for over one-million dollars in available regional funding.

Pass upgrade introduced



A new Monthly Pass upgrade for regular Intercity Express riders is now available.

When added to the familiar $30 Adult Local pass, the new $10 sticker allows for unlimited use of Local and Express routes during the entire valid period.

In addition to being available at AC Transit Customer Services offices in downtown Oakland and San Francisco, the new pass option is on sale (beginning with the December, 1988 Pass) at a growing number of retail outlets located along various of the Intercity Express bus routes.

The $10 sticker, like all other AC Transit passes, also may be purchased by mail. Pre-addressed mail-order envelopes are available from drivers throughout the System's 800-bus fleet.

Administrative staff; key jobs filled

Les Porter

Ken Stanley

Ron Julian

Under a new General Manager, *James L. O'Sullivan,* who assumed his post in late summer, the District has moved toward an augmented and strengthened top management staff through the addition of *Leslie V. Porter,* chief financial officer; *Kenneth O. Stanley,* director of planning and research; and *Ron Julian,* risk manager.

Leslie V. Porter's extensive high-level experience in both public and private sector organizations encompassed positions with the Ford Foundation, where his seven-year tenure included responsibilities as assistant treasurer; the Overseas Private Investment Corporation, where he carried out responsibilities as vice-president and chief financial officer; and Watson, Rice and Company, a regional CPA firm in which he served as a partner prior to accepting his new AC Transit assignment.

A graduate of New York University and holder of an MBA degree from Harvard, Porter has appeared as a guest-expert on the popular PBS television program, "Wall Street Week."

Kenneth O. Stanley's new responsibilities for the District are grouped under the title Director of Planning and Research. He joins AC Transit following a 21-year career with Tri-Met — Portland, Oregon's public transit agency, where he was Director of Rail Operations Planning. Stanley has a broad, hands-on familiarity with public transit operations, since his tenure at Tri-Met was marked by his rise through the ranks from bus driver to management.

Bringing some two decades of experience in the field to his newly-assumed position as Risk Manager, *Ron Julian* served, just prior to joining the District, in an equivalent position with the DiGiorgio Corporation. Earlier, he completed some 18 years with Bechtel.

Julian is a graduate of the University of Wisconsin, where he earned a BS degree in economics. He succeeds Ozro D. Gould, who retired after more than 20 years with the District.

Project earns MTC award

TRANSIT IMPROVEMENT — The Metropolitan Transportation Commission presented AC Transit with an Award of Merit for the Timed Transfer Project at BART/Hayward, which is designed to coordinate bus and rail connections. Announcing the annual award and congratulating the District at the late September ceremony was MTC Commissioner Alex Giuliani (right). Deputy General Manager George Grandison accepted for AC Transit. Creation of timed-transfer centers is among improvements called for in AC Transit's Comprehensive Service Plan.

Board backs APTA accessibility aims

The Board of Directors went on record in November as to their concurrence with conclusions of the American Public Transit Association's "Task Force on Elderly and Disabled Persons Service."

In adopting the resolution which grew out of the Task Force's lengthy study, AC Transit's policy-makers endorsed APTA's concept that "transportation of elderly persons and individuals with disabilities constitutes one of the principal missions of the public transit industry."

Concepts contained in the resolution included:

- that transit providers join with the federal government and organizations representing the elderly and disabled "to formulate comprehensive policies and programs which make public transit systems accessible to all people."
- that paratransit services be provided in areas "where it is locally determined to be of significant value to the community."
- that a national policy be adopted requiring full accessibility of all new buses and rail cars.
- that studies be launched to determine feasibility and affordability of retro-fitting existing rail systems for accessibility.
- that federal funding be increased for public transit in general.
- that transit providers support APTA's policy encouraging training to sensitize transit personnel to the needs and concerns of elderly and disabled persons.

In notifying APTA of their endorsement of the Task Force's findings and solution, the Board's spokesperson called the recommendations "a constructive approach" toward improved service for mobility-impaired individuals.

Delaney's back from vying in International Roadeo

Louella Delaney, who says she loves competition, found plenty of it in Montreal this Fall — competing with North America's top drivers. Pictured here (with General Manager James O'Sullivan) during the APTA International Roadeo, Delaney — with only three years of driving experience — looks forward to other opportunities to, as she says, "demonstrate excellence." Earlier, this mother of three became AC Transit's first woman driver to win the annual in-house competition.

Retiree ranks lose five Who served area riders

Five District retirees died during the Fall period.

William H. Dobbs, 86, who was an Emeryville Division driver with 21 years of service when he retired in 1964, met his death November 18 in Hayward. A friend, Jean McCool, survives.

Samuel L. Morgan, 65, died November 17 in Marysville. At the time of his retirement in 1972, he was an Emeryville Division driver with 18 years of service.

Two sisters, Ruth McIntyre and Ruby Whitman, are survivors.

Fred C. Bint, 71, who was a driver at Seminary Division with 29 years of service when he retired in 1979, died November 11 in Los Angeles County.

Survivors include his widow, Margaret, and a daughter, Cherly Bennett.

A retired Richmond Division driver, *Howard A. Keltner,* 75, died November 1 in Nevada County. His service to transit spanned nearly 30 years.

A cousin, Billie Teninty, survives.

Leonard P. Morgan, 64, a former PBX Information Clerk who retired in 1986, died October 18. At retirement, he had completed 16 years of District service.

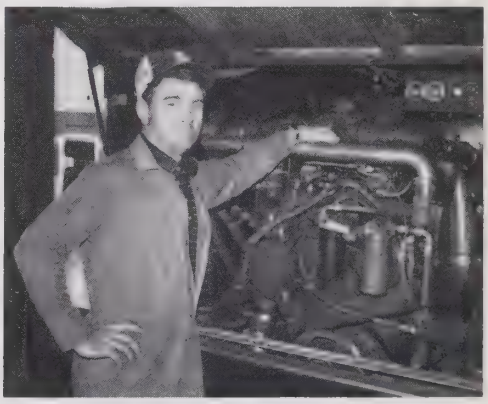
Morgan leaves his widow, Betty, and daughter, Lisa.

New names are added To recognition list For work excellence

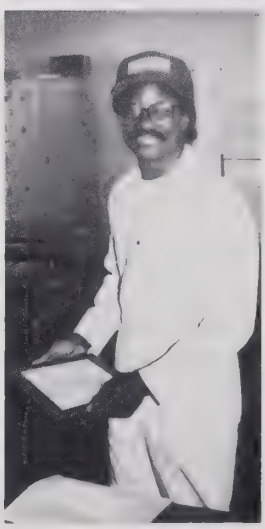
IN THE SPOTLIGHT — With his wife Charlene present at the event, Hayward Maintenance Foreman Peter Lendway (above) was honored as "Non-Union Employee of the Quarter" for the second quarter. His selection was based on the "superb leadership qualities" which he has exhibited since assuming the position in 1985.

Sharing the "Mechanic of the Quarter" title with another Mechanic "B," Calvin Rhine, Jr. (below), Hayward's Samuel West (right) was singled-out for, among other qualities, the "exceptional manner" in which he accepted duties and responsibilities "beyond his prescribed duties."

EARNED PRAISE — Hayward Dispatcher Verlin (Leroy) Hart (above, far left) receives congratulations from George Grandison (center) and Ben Davis while accepting the plaque and other prizes he earned as the second quarter's "Clerical Employee of the Quarter." His selection was based on various qualities, plus "just plain hard work."



GOOD WORK — Larry Young, Richmond, chosen "Bus Driver of the Quarter," was singled out for job performance "going above and beyond his duty." He began driving for the District in 1960, and his skills have been tapped also for line instructor duties.



TOP HONOR — Mechanic "B" Calvin Rhine, Jr., Richmond, was honored not only for his skills and willingness to work extra hours, if necessary, but for an attendance record high-lighted by his never missing a day of work over a two-year period.

(Continued on Pg. 7)

Past quarter adds four more to job honors list

(Continued from page 6)

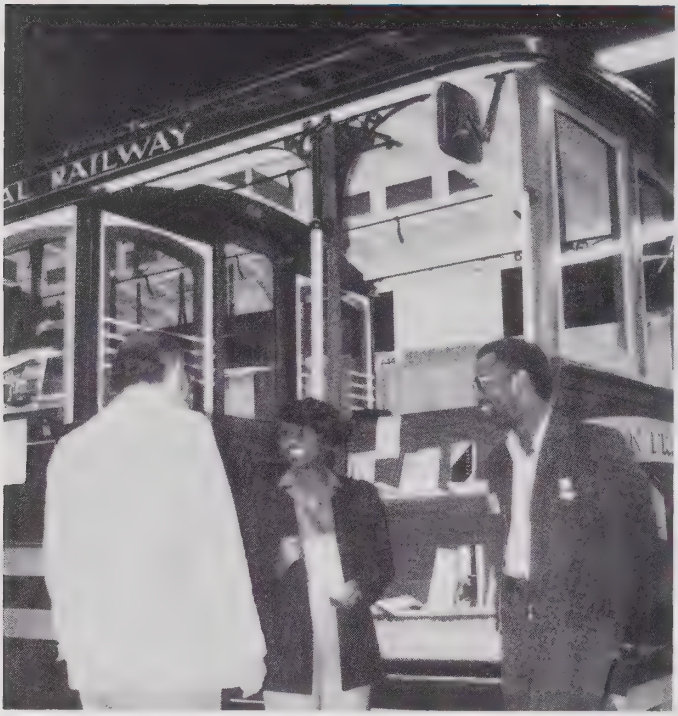
ANOTHER HONOREE — East Oakland Transportation Superintendent Eugene Cota displays the plaque presented him as the third quarter's "Management Employee of the Quarter" — a title for which he was nominated by his assistant superintendent and office manager, who praised his willingness "to share his knowledge and experience" in ways conducive to encouraging top performances.

THE COVER — Coach head-signs, as shown here, are one element of a new signage system alerting Local riders to the times-of-day when new, slightly higher cash fares are in effect. Inside, signs on fareboxes reinforce the message that cash Local fares increase during commute-hours only (see story, Pg. 3).

WINNERS ALL — Newest "Clerical Employee of the Quarter" is Dispatcher Oliver Whipple (above, with General Manager James O'Sullivan), who was honored at October 20 ceremonies recognizing him as a dependable deliverer of service amid the heavy pressure of getting runs out on time. Another Emeryville employee to be honored for the same third quarter period is Mechanic "A" Man-Cheuk Woo (top left with divisional maintenance superintendent Anthony Haile), named "Maintenance Employee of the Quarter" for, among other qualities, perfect attendance and dedication.

TOP DRIVER — Samuel Toney (right) accepts congratulations from Ron Johnsen, assistant superintendent, East Oakland, at festivities noting Toney's selection as "Bus Driver of the Quarter." A 22-year veteran behind the wheel, Toney entered the job recognition spotlight as a result, his nomination stated, of an impressive record and outstanding attitude, including an eagerness to drive any vehicle which bears the District's logo.

Transit info project



REGIONAL OUTREACH — AC Transit's Flo Braneon (center) and MUNI's Victor Dunn (right) were on hand to provide transit information materials to attendees of the mid-November Industry and Business Expo, held at Brooks Hall, San Francisco. The attention-getting setting for their display was a real MUNI cable car, where transit promotional and informational materials were arranged on one of the classic vehicle's side-facing wooden seats. The outreach effort was sponsored by the Bay Area public transit organizations which comprise the Regional Transit Association.

TRANSPORTATION TALK — During UC Berkeley registration, Richard Reveles, PBX/Information clerk, provided information on getting to the campus by bus. It's a traditional outreach effort.

Construction check

FUTURE FACILITIES — Richmond Division Superintendent Carl Kissinger (right) and Transit Office Manager Onesimo Rios inspect progress on construction of facilities now underway. Operations and Maintenance will be housed in the building shown, with parking for employees on the top floor. Scheduled completion of the project is December, 1989.

UNITED GIVERS — East Oakland drivers lent a hand — along with employee donor representatives throughout AC Transit — to help with this year's United Way campaign. Henry Greer (left) received United Way information and encouragement in supporting the community organization's many good causes from Claude Pryor (center) and James Presley.

Actions of the Board

(Continued from Page 12)

- Authorized filing of grant applications for UMTA funding of specified projects and execution of related contracts.

***

At a regular meeting August 10, the Board of Directors:

- Approved terms of employment and contract of new General Manager; approved terms of employment and contracts of new Chief Financial Officer and new Director of Research and Planning; approved settlement of claim in connection with Divisions 2 and 4 construction contract.

***

At a regular meeting August 24, the Board of Directors:

- Authorized travel of Directors and General Manager to attend APTA Annual Meeting in Montreal, Canada, October 2-6.

- Authorized, retroactively, travel of staff member to attend Labor-Management Conference and travel of one Director to attend Advanced Diesel workshop; authorized issuance of Requests for Proposals related to seat upholstery for 30 coaches and to the painting of about 200 coaches; adopted resolution noting the retirement of Risk Manager Ozro D. Gould; authorized travel of Maintenance Director to attend new Flyer Industries Conference in Winnipeg, Canada.

- Approved award of contract for Dumbarton Bridge service to Peninsula Charter Lines, Inc.

- Authorized General Manager to issue Request for Proposal for furnishing fourth-generation computer software systems.

- Authorized upgrade of the Prime Computer System.

- Approved a series of changes related to increases in specified cash local fares and to creation of a new Day Pass.

***

At a regular meeting September 14, the Board of Directors:

- Authorized travel of specified District representatives to attend APTA Annual Meeting in Montreal and Transit 2000 Task Force meeting in New York.

- Approved revised policy on loans, applicable to executive recruitment incentives and compensation.

- Approved support of Contra Costa County Measure C, November 8 ballot.

- Approved contract of employment as General Manager of James O'Sullivan.

- Approved contract of employment as Director of Research and Planning of Kenneth Stanley.

- Approved contract of employment as Chief Financial Officer of Leslie Porter.

***

At an adjourned regular meeting September 28, the Board of Directors:

- Approved specified correction in wording of resolution authorizing and empowering agent of the District to prosecute and defend small claims litigation.

- Authorized General Manager to issue Request for Proposal related to contracting with a third-party administrator to perform Risk Management functions.

(Continued on page 11)

Future mobility: area study set

Recently, Alameda County announced its intention of updating its Countywide Transportation Plan, which dates from the 1950's, by means of the newly-formed Transportation Plan Commission, consisting of representatives of the county, cities, Bay Area transportation providers, and the Metropolitan Transportation Commission.

The Transportation Plan's purpose is to recommend improvements to transit services in Alameda County, and to state highways and major arterials. It is intended to supplement and support, rather than substitute for, regular, detailed circulation planning undertaken by each city, lending a County-wide perspective to any major transportation system improvements.

Since the original 1950's plan was formulated, the County has seen a nearly 50% growth in population, and freeway congestion throughout the County has markedly increased. As the need for highway and transit system improvements has increased, available transportation funding has diminished. Projections for the year 2005 are dire. A projected 40% increase in Alameda County employment will further congest area routes.

The County also considers such planning of particular necessity now because of the realities of current transportation financing. With a new and substantial funding source — the Measure B half-cent sales tax for transportation improvements —the County sees the time as ripe for competing for supplementary state and federal dollars based on the local commitment represented by the Measure B revenues.

Major tasks that the project proposes to accomplish are: compiling and analyzing existing transportation plans; analyzing land use; developing a model for year 2005 travel forecasts; developing alternative transportation strategies; assessing environmental impacts; estimating costs of each alternative; conducting public workshops; establishing improvement priorities; and preparing a financial plan, including a strategy for obtaining new funding.

The costs for the Plan are to be allocated among the Commission's participating bodies, with Alameda County and CalTrans contributing almost three-quarters of the needed funds. Contributions of each city range from $2,000 to $8,000 depending on population size. Total estimated budget for the project is $765,000.

Development of the new Alameda Countywide Transportation Plan is expected to take place over an 18-month period. It will be a cooperative effort, including coordination with adjacent counties. The existing Alameda County Transportation Advisory Committee will provide advice to the new commission, with an outside consultant performing the technical work.

Board Actions *(Continued from Page 10)*

- Approved participation in Regional Transit Association joint bidding to procure automotive batteries.

***

At an regular meeting October 12, the Board of Directors:

- Adopted resolution establishing the appropriations limit for tax proceeds for Fiscal Year 1988-89.

***

At an adjourned regular meeting October 26, the Board of Directors:

- Approved revised job description for District Secretary position, and immediate posting of same.
- Scheduled Public Hearing to receive comment on the Short-Range Transit Plan.

Actions of the Board

At a regular meeting July 13, the Board of Directors:

- Authorized travel, retroactively, of one Director to attend APTA Task Force on Accessibility June 27 in Long Beach; authorized award of contract for furnishing 52 buses to New Flyer Industries of Canada; authorized travel of assistant director of maintenance to APTA workshop on Alternate Fuel/Diesel Exhaust Emission Workshop August 14-17 in Tacoma; authorized travel, retroactively, of Directors for purposes of General Manager recruitment; authorized award of contract for furnishing 30 articulated buses to New Flyer.
- Approved adoption of AC/BART Plus Pass as part of District tariff.
- Approved policy on notification of Board members in regard to public meetings/ hearings.
- Scheduled Public Hearing for August 17 to receive comment on proposed service and fare adjustments.
- Adopted resolution authorizing filing of grant application in connection with bus facility improvements at El Cerrito Plaza BART station.

***

At an adjourned regular meeting July 27, the Board of Directors:

- Approved revised Plan for Utilization of Small Businesses Owned and Controlled by Disadvantaged Individuals, with specified amendment.

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- Adopted resolution investing Risk Manager and Assistant Risk Manager with authority to handle all phases of the claims procedure.
- Adopted resolution approving Fiscal 1988-89 Operating Budget, subject to specified actions.

(Continued on Page 10)

New Line DB contractor

After operating transbay commuter bus service via the Dumbarton Bridge for the past four years, AC Transit is turning over Line DB to another provider in February.

Since September, 1984, five public agencies have cooperated in providing Line DB service, which now carries some 400 patrons each weekday between BART/Union City and high-tech employment centers on the Peninsula.

From BART/Union City and local AC Transit routes, Line DB provides West Bay links at the Palo Alto Transit Center with Caltrain rail service as well as local bus networks.

This year, AC Transit was joined by BART, SamTrans, Santa Clara County Transit and Union City Transit — the other agencies supporting Line DB — in a process of evaluating bids for continuing the regional route. The successful bidder was Peninsula Charter Lines, Inc., of Palo Alto.

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